

"*Cruise of the Starboard*"

1893.

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Cruise of the
"Stam-boul"

From March. 24th 1893.
to.

Oct. 17th 1893

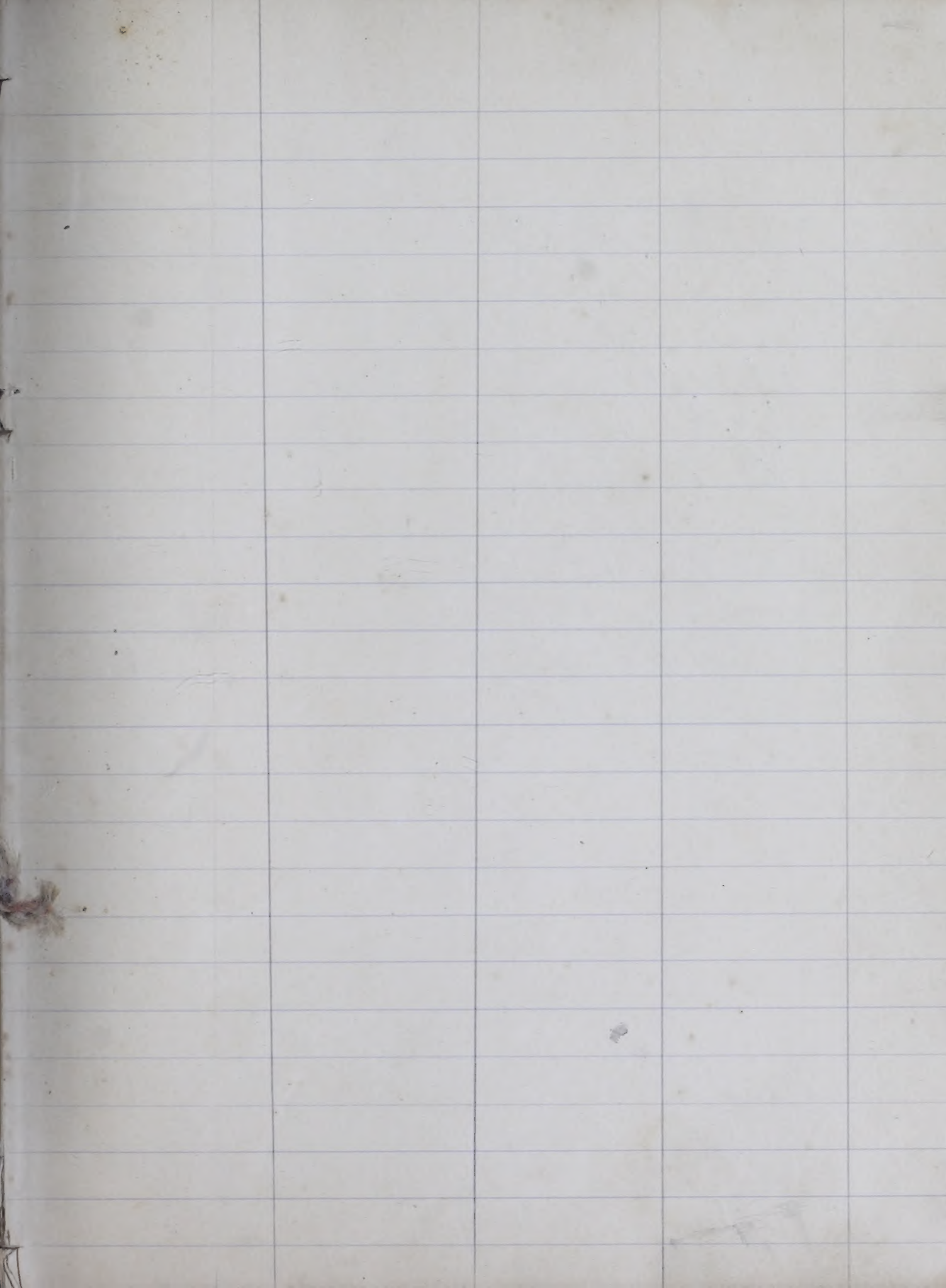
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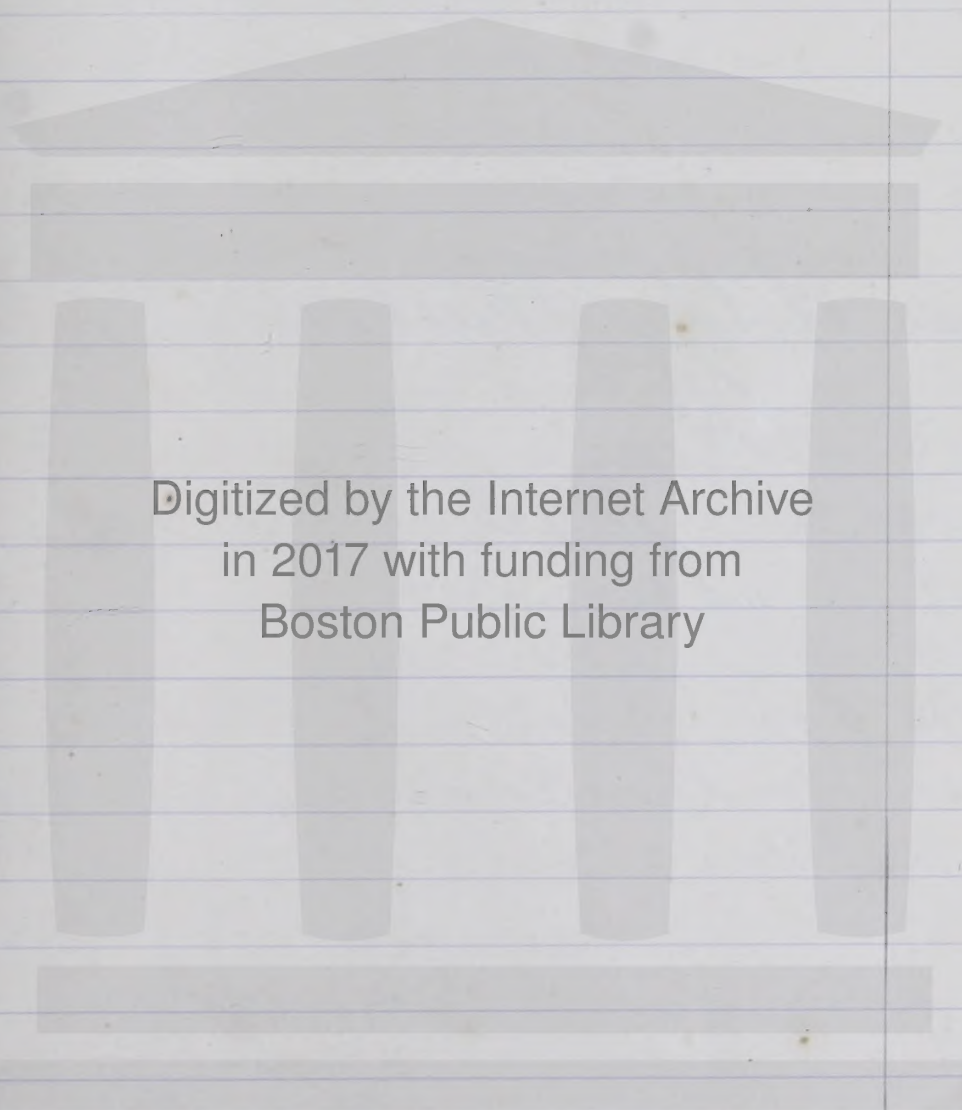


EDGARTOWN, MASS.

Gift of Everett W. Whiting
Dec. 11, 1965.







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Cruise of the "Staubowl"
From

March 24th 1893.

To

Oct- 17th 1893.

Written for Captain S. Waldron.
in Sincere acknowledgment of a debt
of gratitude.

Being again attached to the "Steam boat" for the Season of 1893, I take upon myself the task of writing a "Journal" of the "Cruise" and hope that the Entries contained herein may be both amusing and interesting to the reader.

On March 24th Capt J.C. Wadron of West. Pittsburg, Mass. assumed command of the "Steam boat" and on March 26th sailed from San Francisco with the following complement of Officers and Boatmen.

J. Edwards.	1 st Mate
J. A. Royce	Boat. Steward
Ed. R. Butler	2 nd Mate.
J. C. Leach.	3 rd "
J. De Watt.	4 th "
Thomas. Harding.	Cooper.
Harry. Steplin	Boatswain
John. Mc. Donald	"
Christopher. Nelson.	"
John. Lewis	"
R. J. Ooherty	"
J. Schmidt.	Blacksmith
W. Nicolson	Steward
Sam. Newman.	Cook.

March. 24th

Laying at anchor off San. Francisco.
At 9. am. the officers and crew were mustered,
for the purpose of ascertaining what men were
were absent. At noon the 1st mate arrived on
board. Sailing of vessel postponed till tomorrow.
The 4th mate and our boatsteer, still absent.
Considerable traffic going on in the bay.
At 7. pm. the Captain together with 4th mate
arrived on board, the Captain once more assuming
command of his favorite and staunch little
vessel.

Saturday. March. 25th

Laying at anchor off San Francisco. at 2. am.
the remaining boatsteer, John Lewis arrived
on board. At 5. am. hove short and was
soon after taken in tow by the Cis tug "Hiei".
An animated discussion took place between
Capt Waldron, and the Capt of Reg. boat regarding
the advisability of letting go our hawsers, thereby causing
the ship to drift towards land. In the afternoon the
anchors were set, after which the Capt delivered a
brief address, on what was expected to be done
by all, in order that the voyage may be a
prosperous one. Pleasant weather with heavy swell from Wd
The American fog. hove was tested with satisfactory results.

Sunday, March 26th

Hazy and foggy weather, with light air. Saw some vessels to windward during 1st part. At 7. am. it cleared up brightly with wind increasing to moderate breeze. All hands in apparently good health, with the Exception of Gavin boy, whom I think is sick of the sea. The Sabbath is being duly observed. The "Stamboul" sails remarkably well, in consequence of her being thoroughly overhauled in dry-dock, previous to our leaving. Invigorating weather, wind decreasing at midnight. Course S.W. by S.

Monday, March 27th

Clear and pleasant weather with light air, and swell. At 6. am. secured the anchors for sea, and slowed the cables, which indeed was very unpleasant work, owing to the very small space allotted for them. At 7.30. am. the craft belonging to the boats were given out. The boatsteers immediately set to work, and got things in apparently good shape. The 5th boat was repaired. Steaming to Wd, with beautiful and refreshing weather.

Being now a full-fledged boatsteer, I am untiring in my exertions, regarding the fitting up of my boat, and am perfectly confident of being able to perform the duties allotted to such position.

Monday, March. 28th

Clear and pleasant weather, with light breeze and swell, at 6. am. Commenced working out fore hold, also main hatch between decks.

Worked same in afternoon. Built lumber rack on Starboard side. At 4. pm. the boats were lowered for exercise in rowing and sailing, the men doing very well. Boats returned at 5 pm. at which time the crew partook of a substantial supper. At bed. Balcho Cabin-boy was deprived of the comforts which a cabin grants, in consequence of incompetency, and was duly instructed to go "forward" Frank Jones was appointed instead. Fine weather till end of day.

Tuesday, March. 29th

Partly clear and pleasant weather with moderate breeze from N.W. At 6. am. the cutting stage was rigged out. The 1st mate busily engaged at clearing up between decks, he being an advocate of the old adage "A time and place for Everything" &c. The cooper performing necessary jobs around decks. Boatsteers engaged at fixing their boat up. The Captain issued oil-skins to crew. Saw a ship to windward. Indication of fine weather all day long.

Thursday March 30th

Clear and pleasant weather, with gentle breeze from N.E. At 7.30. am. the "lop chest" was brought on deck, and the contents placed on the prop. The Captain instructed each and every one to take what was required, which was accordingly done by the majority of the crew. Some more sanguine regarding the catch of the Tasou, took but very little. All were satisfied with the quantity and quality received, the cost of the articles being but a secondary consideration. The cooper engaged at putting the "Crows nest" together, which was placed in its usual position at 3. pm. The crew engaged at performing some necessary work aloft. Sailing to the Wd. Light wind at 8. pm.

Friday March 31st

Partly clear and pleasant weather, with gentle breeze from N.W. Had canvass for "Crows nest" repaired, and put in its proper place. The "mast-lead man" was stationed aloft, with orders to report everything, that may come within the scope of his observation. The crew performing some necessary work on lead-gear. The cooper made some wash-tubs, also a mast for 3rd masts boat. Saw nothing from mast-lead. The Captain issued tobacco, soap, and pipes. The boatsteers reported their boats ready for whaling. Current N.E.

Saturday, April 1st

Partly clear and pleasant weather, with gentle breeze from Wd. At 8 a.m. the Capt. became engaged at overhauling and repairing masts. Had "cutting in" blocks brought on deck and new fallsrove off; placed them between decks till required for use. The 1st mate engaged at Superintending some work done on rigging. at 4 p.m. Lacked Ship. At 6 p.m. the wind increased to moderate breeze. Saw a large school of porpoise from mast head.

Sunday, April 2nd

Partly clear and pleasant weather with gentle breeze from Wd. At 2 a.m. the wind increased to stiff breeze, but in light sails. At 7 a.m. a heavy beam sea was running. Saw nothing from mast head. The crew devoting their time to the reading of some pious literature, kindly given them by the Capt. At 10 p.m. wind decreased to light breeze. Tacking S.W. on port tack. Cloudy at midnight.

Monday, April 3rd

Cloudy weather with light breeze from Wd. At 7 30 a.m. took out port and larboard. Restored after rolls. At noon wind hauled to Sd. Crew engaged at repairing rigging. The "Starboard" leaking more than usual. Saw nothing from mast head. Unsettled weather at midnight. Calm West.

Tuesday, April, 4th

Cloudy weather, with gentle breeze 1st part. at 3. am. it commenced raining, continuing till 4. am. at which time it cleared up. Squally at intervals. Took in topsails and mainsail. Had new hose made for ships pumps. Nothing of importance going on. Were ship at 3. pm. Light rain, & head wind. Course N X E.

Wednesday, April 5th

Partly clear with indications of stormy weather. at 3. am. it became Squally which necessitated the taking in of foresail. At 8 am. a stiff breeze was blowing from N.W. Took in lower fore topsail, and hoisted up larboard boat. The Steamboat as usual demonstrating her qualities as a good sea-boat. Was detailed to perform some necessary work in the Cabin, which was accordingly done to the satisfaction of Capt. The after crane brace of bow-boat carried away. Had weather cloths put up in fore, main, and mizzen rigging. Heavy sea running. Squally at midnight.

Thursday, April, 6th

Squally and cloudy weather, with moderate breeze from N.W. Heavy swell. At 8. am. set foresail and jib. The crew engaged at some necessary work on rigging. Lat. by obs. at noon 36. 20. N. Fea Ryan suffering from chills & fever. The Capt administered some medicine, after which he felt better.

Friday, April 7th

Clear and refreshing weather, with moderate breeze from N.W. Mary Mc. Well. The Cooper engaged at making some belaying pins. Sat by Obs. at noon 34.1' N. Set all sail in afternoon. The Capt. visited Fred Ryan in fore-castle and found him in a feverish state. The proper medicine was again given the patient. Tacking on J to tack, ship making almost a due west course. Saw nothing from mast-head.

Saturday, April 8th

Clear and pleasant weather with gentle breeze from N.W. At 7.30 am. the Blacksmiths forge was brought on deck. The ship's blacksmith immediately set to work and repaired the after crane - trace of bow-boat, after which he made some useful articles for the boats. He performed his work in a very satisfactory manner. The ship being without sewing machine, the Capt. set to work and made some. Sat at noon, 35.50' N. Scrubbed decks. Wind hauled to W.N.W. Packed up. Indications of rain at mid night.

I may remark here, that the "Star-bowl" in "tacking" ~~going~~ goes through the Evolution, in an admirable manner, and with such grace, that those unacquainted with her past record, would and do naturally infer her to be a "daisy"

Sunday April 9th

Partly clear and pleasant weather, with gentle breeze from N.W. at 6. ^apm. the wind increased to moderate breeze and hauled N.W. at 10. a.m. tacked ship, and in doing so the "Stambouk" figure-head (a fiery dragon), came in contact with a light sea, which greatly retarded her progress. The decisive action of the Capt, in immediately springing the main yard, caused his little vessel to come around with unobtainable rapidity, much to the admiration of those who witnessed the manoeuvre.

F. Ryan reported for duty though apparently in a feeble condition, from his recent attack of sickness. The prescription compounded of from medicine chest, had the desired effect. Lat. at noon. 35.52 N. Saw nothing from mast. Head. At 9. pm. hauled the light sails. Course N.W.

Monday April 10th

Clear and pleasant weather, with gentle breeze from N.W. Moderate swell. Had four light sails unhoisted and repaired. Bent sails in afternoon. Owing to prevalent N.W. winds it became necessary to tack ship at intervals. Fred Ryan again incapacitated from the performance of his duty. Saw nothing from mast. Head. Squally at midnight.

Tuesday April 11th

Partly clear and squally weather till 3. am. at which time a moderate breeze was blowing from N.W. At 7.30. am. the paraphernalia of the try-works was overhauled and cleaned, was detailed to secure back the fore-stay, and was ably assisted by John McDonald, a true and trusty mariner. Lat. by obs. at noon 35° 04'. Red Ryan convalescing. Rove off new falls in larboard and Stbd. B. Boat. Course 31 N. Fair and refreshing weather at midnight.

Wednesday, April, 12th

Clear and pleasant weather with gentle breeze from N.W. at 6.30. am. a fire-back was seen sporting from mast-head. The cooper engaged at making some waif poles for boats. My talents as a painter having at last being recognized, I was detailed to perform some artistic work in the cabin. The work done far exceeded the expectations of the Capt.

"Hickens" a forward hand of portly abilities, inflicted a slight knife-wound on his wrist.

The Capt applied some arnica, and dressed the hand in a professional manner, during which operation the wind hauled to E. Red Ryan reported for duty. Light wind at midnight.

The cooper made a strengthening piece for forward barrow of N. line.

Thursday. April 13th

Partly clear and fine weather, with light and variable winds. Had manilla pennant to put on flying jib. Set up fore royal stay. The Cooper engaged at getting ready the mast for 3rd mate's boat, but finding same in an unfit condition postponed the work. Lat. at noon. 35.5° N. Had after skylight painted. The 1st mate notified the round hand to learn the "running-rigging" in one week, if not no watch below. Saw nothing from mast-head. Course NW x N, wind hauling to NE.

Friday April 14th

Cloudy weather with gentle breeze from NE, increasing to moderate at 7 a.m. at which time it became foggy and misty. The Captain and Cooper engaged at putting & strengthening pieces on plank shear, and ships side forward, for the purpose of ring-bolts for head sheets. The blacksmith engaged at making the ring-bolts. Lat. at noon. 36.15° N. Light wind in afternoon. At 9 p.m. the wind hauled to SE. Course NW x N; making passage to "Kadlak" whaling grounds; with expectations upon our arrival there, to be somewhat more successful than on last season. Indications of fine weather at midnight.

Saturday April 15th

Partly clear and pleasant weather, with gentle breeze from S.E. At a few minutes past midnight Wm. Parkinson a Foremost Hand was taken seriously ill, with pains in his Stomach, the result of dysentery. The Captain was notified, and immediately responded, doing his utmost to relieve the sufferer, by giving some hot and nourishing drink.

At 4. am. a change took place in the culinary department. Herman Rosenthal, who agreed by contract to perform the duties of "Minister of the Interior", was in consequence of incompetency, disgraced, and mustered into active Service before the mast. Senor Newman having produced documentary evidence, regarding his cooking activities was appointed to succeed him, and accordingly proceeded to discharge the functions of his office. The 3rd mate bent a new Gaff-sail. Lat. at noon. 37.30 N. Wind hauling to S.W.

Recd. some important charts from the Capt, which I intend to convert to beneficial use. Saw nothing from M. Fish. At a few seconds before noon on tomorrow a total Eclipse of the Sun will take place.

Indications of success meted at midnight. Will work out some important problems in Nautical Astronomy on tomorrow.

Sunday April, 16th

Clear and pleasant weather with light breeze from N. NW. decreasing to light airs at 7. am. At 8. am. the boats were lowered for the purpose of exercising the crews. A marked improvement was noticeable in the manner in which the men rowed. At 10. am. the boats returned rather rapidly to the "Stamboul", upon being signalled that a total Eclipse of the Sun would take place at 3 seconds before noon Greenwich mean time. But upon being informed that the Eclipse would be visible only in South Lat. and West Long. and North Lat. and East Long. their fears regarding the darkness were quickly abated. The Eclipse lasted 5 hrs. and 18 minutes. The only important work performed by me, was the verification of the projection of Eclipse on a small chart. Mr. Parkinson improving saw nothing from mast head.

Monday, April 17th

Partly clear and pleasant weather, with gentle breeze from N. NW. at 3. am. wind hauled to S. Had scuppernion broken out for the purpose of furnishing the Cox-cook with suitable clothing. The 4th mate engaged at shortening the foot of his sail. Broke out coal and placed it between decks. Anxiously awaiting the arrival of vessel on whaling grounds. The fleet with nearly some parties for water boat. Crossed N. W.

Tuesday April 18th

Partly clear and pleasant weather with gentle breeze from SE. The blacksmith engaged at making some judgous and pintles. The Cooper making scrap tubs. Lat. by Obs. at noon $39^{\circ}21'N$. at 7 p.m. wind increased to moderate breeze, with moderate swell. Saw nothing from mast head. The "Stamboat" making very good time.

Wednesday, April 19th

Partly clear with indications of a blow from SE. Had boats hoisted up. At 6 a.m. it commenced raining continuing slightly through day. Ship running free under topsails and foresail. Lat. by D.R. at noon $42^{\circ}05'N$. Distance run from preceding noon 184 miles. at 2 p.m. wind decreased in force, and at 6 p.m. had to sail on the wind. Saw nothing from mast head. Wind hauling to NW. misty at midnight.

Thursday April 20th

Rainy weather with light fog and moderate breeze from NW. at 7 a.m. it cleared up. Cooper engaged at making some chaps. A noticeable change in the temperature of weather, it becoming rather cold. at 8 p.m. wind hauled to SW. making passage to "Radiak" whaling grounds. The 1st mate Examined the crew regarding the name and location of running rigging. Course NW by N.

Friday April 21st

Cloudy weather, with light mist, and moderate breeze from SW. Very squally at intervals. at 10. am. took in foresail, mainsail, and jib, and hove ship too on "port tack", the wind having increased to stiff breeze, with heavy beam sea running. Were it not for the prompt action of the ships cooper, I would have lost overboard through parting of line, a costly Navajo blanket of historical record. I presented him with a few choice cigars as a token of gratitude.

Lat by obs. at noon $43^{\circ} 06'$. Ship drifting to N and E. Mr. Parkinson reported for duty.

Saturday April 22nd

Squally weather with stiff breeze from WNW. Heavy swell. The forward gripe of Stba B. Boat. carried away. Had new ones made. Wind and Sea having moderated at 8 am. made some sail. Saw a school of porpoise from mast-head. The blacksmith made a necessary article for ships pump. Lat. at noon $43^{\circ} 30'$. Light wind at midnight.

Sunday April 23rd

Clear and pleasant weather, with light wind from S. at 3 am. the wind hauled to SE. increasing to mod. breeze. Lat. at noon $44^{\circ} 55'$. Saw nothing from mast-head. Misty with indication of stiff breeze from SE. Ship making 7 1/2 knots per hour.

Monday April 24th

Misty weather, with fresh, increasing to very fresh breeze. Moderate & well Ship running. At 3. am it commenced raining clearing up at 8. am. Wind decreasing made sail. Lat. by obs at noon $47^{\circ} 20'$.

The main-topsail runner carried away thereby causing the yard to come down quicker than was necessary. Had same repaired. Broke out beans, butter, rice, & trugues and soups. Saw a Schooner to windward, from mast-head. Making passage to whaling grounds. Course NW. Misty at midnight.

Tuesday, April 25th

Misty 1st part with moderate breeze and swell from WSW. At 2. am. it became squally. Nothing of importance going on. Lat. at noon $48^{\circ} 11' N$. Threatening weather in afternoon. Saw nothing from mast-head. Sailing on "port tack" under topsails and foresail. A pugilistic Encounter took place between two foremost hands.

Wednesday, April 26th

Partly clear and pleasant weather, with gentle breeze from SW. The Blacksmith made a trade for Gally Stone. The crew performing some necessary work on rigging. The cooper repaired the lower deck hatches. At 3 pm. the wind hauled to SE. Left for anchorage at intervals. Had new mackerel caught up.

Thursday April 27th

Light mist set past, clearing up soon afterwards. Moderate breeze and swell from S.E. Ship running and making good time. Light rain at noon time. Did not obtain Merid. alt. of Sun. Foggy at intervals. Wind decreasing at 8 p.m. Saw nothing from mast head.

Friday April 28th

Clear and pleasant weather, with gentle breeze from S.E. at 4 a.m. the Officers commenced taking their regular mast-heads. The Captain upon his coming on deck began walking with his usual hearty step, when suddenly he was thrown down his head coming in contact with the deck. He quickly regained his feet, suppressing heroically any signs of pain he may have received.

The blackbird was transferred to the watch for the purpose of taking mast-heads with boat's crews. Lat. at noon 51.5. Expecting to arrive on whaling grounds on tomorrow, with sincere wishes from all regarding a prosperous season.

Indications of fine weather at midnight. Nothing save a low Turbidity Bottom was seen from mast-head.

Saturday April 29th

Partly clear and pleasant weather, with gentle breeze from S.E. At 6 a.m. had main royal yard sent down, and sail thoroughly repaired. Crossed the yard at 11.30 a.m. Rove off signal halyards at Mizzen for whaling purposes. The Cooper engaged at making some water buckets. Ship's point on at 8 a.m. Lat. $53^{\circ} 35' N$. Long $149^{\circ} 18' 15'' W$.

Saw some Fin-backs and seals from mast-head. At 8 p.m. arrived on whaling grounds, took in sail and luffed to the wind on "port tack." Light rain at 9 p.m. Light breeze at midnight.

Sunday April 30th

Cloudy and misty 1st part clearing up at daylight.

At 8 a.m. the 1st mate underwent considerable torture in having his hair trimmed. John Lewis a boatswain was requested to perform the duties of barber handling his victim in a rather rude manner, thereby forfeiting the esteem of the remaining officers.

Lat. at noon $54^{\circ} 56'$. Saw a schooner steering to N.W. Saw some Fin-backs from mast-head. Fairing to S.W.

Very refreshing weather at midnight.

Monday. May 1st

Clear and pleasant weather, with gentle breeze from S.E. At 7.30 am. Had night backstays set up with new lanyards. Had a compass placed in crows nest. Had a quantity of whale line coiled down in a 3rd Hbl case for use in case of emergency. Lat. at noon 54.40' N. The Capt. engaged at making an apparatus for hanging towels on. Wm. Dickinson again prostrated with chronic dysentery. Saw nothing from mast. Lead shortened sail at 5 pm.

Tuesday May 2nd

Cloudy at part with gentle breeze from S.E. Sailing up at daylight. Some necessary work being performed aloft. The Captain engaged at getting ready a new boarding Knife, and from the determined manner in which he handled it it might be inferred that the season will be prosperous. Saw nothing from mast. Lead. The Captain issued tobacco and matches. Saw nothing from mast. Lead.

Shortened sail at sunset.

Sailing S.E. Indication of fair weather.

Wednesday May 3rd

Clear and pleasant weather, with gentle breeze from Sd. Broke out new main topmast staysail and bent it. Lat. by Dk. at noon $54^{\circ} 23' N$.

The crew performing some necessary work on rigging. Saw some fin-backs from mast-head. Good weather for whaling. Sailing to E'd.

Thursday May 4th

Clear and refreshing weather with gentle breeze from Sd. At 7.30 am. an opportunity presenting itself, the larboard, and starboard boats, were unrigged, rolled over, and painted a deep blue color, with black gunwale, and white streak. Painted waist boat in afternoon. Lat. at noon $53^{\circ} 49'$. Wind increasing to moderate breeze, with indications of a blow, took in sail and wore ship. Light rain at midnight.

Friday May 5th

Cloudy and misty weather, with stiff breeze from E'd. At 2. am. took in lower fore topsail, and set fore staysail. Wind decreasing at 10. am. Lat. by D.R. at noon $53^{\circ} 55' N$. Made some sail in afternoon. Foggy and misty at 9 pm. Course ESE.

Two bottles of important items sent.

Saturday May 6th

Partly clear with light mist. Light wind from SW. The blacksmith engaged at making a pair of nippers for the Captain, also some sail making tools. Lat at noon $54^{\circ}00' N$. Foggy at intervals in afternoon. Cleared and oiled the craft of my boat. Saw some *Trampus* from mast head. Gentle breeze from Sd at 9.30 pm.

Sunday May 7th

Hazy weather with light breeze from Sd. At 8 a.m. worked out ships Log. and ascertained same to be $148^{\circ}18'15''$ West. Lat $53^{\circ}58' N$. Wind backing to SW. and increasing to gentle breeze. Sailing to Sd at sunset. Saw nothing from mast-head. Hauled the light sail. Light breeze at midnight.

Monday May 8th

Hazy weather with light breeze from Sd. at 6 a.m. made preparations to paint the bow-ports, did not do so owing to indications of rainy weather, which were verified by light showers in forenoon. Lat at noon $54^{\circ}58' N$. Wind backed to Nid thereby causing it to become a little colder. Saw nothing from mast-head. Fresh breeze at sunset. Hauled sail.

Tuesday May 9th

Partly clear and bracing weather, with fresh breeze from W. S.W. Nothing of importance going on. Lat at noon $53^{\circ} 11'$. Having some trouble with ship's pumps. The Captain examined them and is at present contemplating some wise idea regarding their repairing. Sailing to S.W.

Saw nothing from mast-head. Wind increasing in force, took in fore air and jib. The setting of Sun indicates settled weather.

Wednesday May 10th

Cloudy 1st part with fresh breeze from W. S.W. Squally at intervals. At 4 a.m. made sail and steered W. S.W., wind having hauled to S.E. Light hail and snow squalls in forenoon. Received a handsome lamp from the Captain for use in the storeroom. Anxiously awaiting the sighting of a right whale. Saw quite a number of fin-backs from mast-head. Will probably paint the bow-boat on tomorrow. Light breeze at midnight.

Thursday May 11th

Clear and pleasant weather with light breeze from W. S.W. The Sun after a severe contest with the clouds, came out brilliantly at 6 a.m. The bow-boat was immediately unrigged, turned over and painted. Lat at noon $56^{\circ} 52' N$. At 8 p.m. a whale was seen to

two flukes on weather beam. The Captain went aloft and ascertained same to be a right-whale, accompanied by its mate. Towing to lateness of hour did not lower. Took in light sails and heaved to wind. Wore ship at 10. pm. and again at midnight.

Friday May 12th

Clear and pleasant weather with gentle breeze from SE. At 3 am. the Capt was aloft looking for whales, but could see nothing of any right whale. The blacksmith engaged at making a necessary article for force-pump. Lat. by obs at noon $57^{\circ}18'$. The 2nd mate was instructed to take mast-heads during day-time, and during his absence at night, ^{the 1st} 4th mate to lead the watch. Scraped down and oiled the masts. Saw some Sulphur-bottoms from mast-head. Invigorating weather at midnight.

Saturday May 13th

Clear and pleasant weather with light breeze from NE. At 10 am. sighted Mt. Fairweather on weather on weather beam, bearing NEXN. Cor. magnetic. Distant 90 miles. Broke out a cask of coal. Lat at noon $58^{\circ}35'$. Saw three (3) echornus on weather bow. Wind increasing to moderate breeze, with heavy swell, sail weathered at sunset. Saw some few birds.

Sunday. May. 14th

Clear and charming weather with gentle breeze from NW. Saw (5) sealing octoornen, two of which were engaged at sealing. Lat. at noon $58^{\circ}38'$. Saw a Siberian whale turn flukes, also a large number of fin-backs.

Theoretically worked out an important "lunar".
Had an Entertainment in Steerage, during which some Excellent vocal & instrumental music was rendered.
Light breeze at midnight.

Monday. May. 15th

Hazy, calm and pleasant weather 1st part, with light air at 9. am. Took out Kerosene oil from between deck and placed it in the run. Took out sails and repaired them. Unbent main lower and upper topsails, and bent old ones. Had old boat sails on deck today.

Lat at noon $58^{\circ}28'N$. Saw a octoorn to windward. Will probably sight Middleton Island. on tomorrow.
Saw some Siberian whales from mast head.

Gentle breeze at midnight, course NW.

Tuesday. May. 16th

Overcast and hazy weather with light breeze from SW. at 6. am. unbent fore lower and upper topsail, and bent new ones instead. Lat at noon $58^{\circ}36'$. Saw quite a number of seals around the ship. Would honestly like to have a right whale on

Struck same myself. Saw three (?) sealing schooners
cruising. Saw some suppur-bottoms and fin-backs from
mast-head. Wind hauling to E and increasing in force.

Wednesday May 17th

Cloudy and misty weather with light squalls. 1st part.
at 6.30. am. it commenced raining lightly clearing up soon
afterwards. Lat at noon $58^{\circ}50'$. At 2.30. pm the Captain
visited the sealing schooner "Mary Taylor" of Victoria. B.C.,
who reported the sighting of a whaleship 30 miles to the
Sd of Middleton Is. The above schooner had captured
600 seals up to date. The Cooper made a small blubber
tub and made an iron sheath. Had the galley
painted a blue color. Stormed out at midnight.

Thursday May 18th

Calm and hazy weather 1st part. at 3. am the 4th mate
struck and killed a large seal. A light breeze sprang up
at 6. am. Lat. at noon $58^{\circ}53' N$. Saw some schooners to
windward. Broke out beef, peas, rice and coffee. Recd a visit
from boat crew of schooner "Jappure", they being cordially
treated by the Captain.

Doing our utmost to get to Middleton Is. as
the "Stawbore" may be fortunate enough, to see
some whales.

Calm at midnight

Friday May 19th

Calm and hazy weather, but very pleasant during 1st part. At 8 p.m. saw some seals, and lowered waist-boat with 2nd mate (Mr Butler), who returned with one large seal. Had blubber tried out, obtaining $\frac{1}{2}$ gallon oil.

At 9.30 p.m. the Captain took waist-boat, for the purpose of striking a "sulphur bottom". Not knowing with certainty how the animal would act upon being struck, he (the Capt) assumed the responsibility of boatsteerer, Earnestly requesting the 2nd mate to give him a fair chance, but the whale did not give the Captain an opportunity of striking, so the boat returned, probably being a tub of lead ahead.

Saw some sealing schooners. Nothing of importance going around decks. Will probably paint outside of ship on tomorrow weather permitting. Fred Ryan was transferred to 8th watch. Calm at midnight. Each and every one anxious to see a right-whale.

Saturday May 20th

Calm and hazy weather till 3 a.m. at which time a light breeze sprung up from S.E. Misty during forenoon. At noon S.E. gale. Weathered in afternoon. At 7 p.m. the Sealing schooner Walter & Rich. was visited by the Captain for the purpose of ascertaining information regarding whalships.

Saw some "Sulphur Bottoms" and "Riches" from rock-land. Light squalls at midnight.

Sunday May. 21st

Misty and squally weather, with gentle increasing to moderate breeze from E'd. Light rain at 3. am.

Clearing up soon afterwards. Approx. Lat. at noon $58^{\circ} 29' N$. Wind decreasing to light breeze. Iron ship to N.E.

Some fin-backs were seen from mast-head. Unsettled weather at Sunset.

Monday. May. 23rd

Clear and beautiful weather, with gentle breeze from S'd. At 7. am. sighted a square rigged vessel on J't'd-beam, and soon after made her out to be the whaler "Hauder."

At noon received a visit from Capt. M^c Innis who reported the capturing of one right whale. Lat. by obs. at noon $59^{\circ} 11' N$, Middleton Is at that time bearing N.E. distant 15 miles.

At 3. pm sighted the "James Arnold" a full rigged whaler recently from New Bedford via Honolulu, at which port the vessel discharged and sold a large quantity of sperm oil.

Capt Waddell together with Capt. M^c Innis, visited, upon invitation, the "Arnold" and were hospitably treated by Capt Reynolds, and his very effable lady, the latter demonstrating her vocal powers, by rendering some vocal music to an accompaniment on the organ. Jass went and was cordially treated to some mild stimulants and cigars. At 8. pm. saw the "Josephine". Moderate breeze at midnight at which time we were ship.

Monday May ~~23rd~~ 23rd

Intimidating and hazy weather, with moderate breeze from E. N. E. Sailing on "port tack". At noon Middleton Island. Tow E. N. E. corner. Mag. Wind increasing in force with indications of a strong flow. Took in every thing ~~save~~ save fore & main staysails and fore topmast staysails, and hove ^{the} ship too on same tack; hoisted up the boats and made everything secure. In hauling taut the port main brace, the eye-bolt to which the pennant hooks on came away. Had it temporarily secured. At 8 p.m. a heavy beam sea was running, the ship pitching heavily forward, causing J. & B. Boat to receive some heavy shocks. Being no easy matter to shatter the boat, no damage was discovered when daylight appeared. Weather moderating at midnight.

Tuesday May 24th

Moderate weather with heavy swell. Set the topsails, foremast, and jib. At 3 a.m. sighted two whaleships, one to windward and one to leeward. At noon made the lee vessel out to be the "Andrew Hicks". Recd a visit from Capt. Waldron, and the 3rd mate (Mr Rath), the latter being an old and respected shipmate of myself and Capt. Waldron.

At 6 p.m. the Capt. visited the "Andrew Hicks", returning with a small pig to be fattened for future use. The pig in question was fed in exchange for some choice cheese, a commodity eagerly sought

Thursday May 25th

Calm and lazy weather with light northerly swell.

At 3 am. a whale was seen to spout on weather beam, acting very much like a right-whale. The Captain was notified and immediately went aloft, and upon next rising ascertained same to be a "Furber Bottom".

At 8 am. commencing painting ship on outside, some color, supposed to be white with black streak, thereby causing the "Stamford" to present a martial appearance.

Sat at noon 59° 17' N. Recd. visit from Capt. Donaldson of "Hicks", who left soon after with his cheese, and apparently pleased with the bargain he had negotiated. The "Barnett" made a new eye-bolt for main brace, also a shackle for main upper topsail. Cape Clear and Middleton Is in sight, distant about 15 miles, and close enough for a vessel possessed of the such excellent sailing propensities as the "Stamford" has. Finished painting at 4 pm at which time a light breeze sprung up gradually at midnight.

Friday May 26th

Squally at intervals with moderate breeze and swell from S.W. The "Stamford" looking remarkably well in her new coat of paint, though same does not accelerate her speed through the water. The 2nd mate engaged at curing some valuable seal-skins. The weather becoming colder, and a rather gloomy aspect hanging over the vessel owing to our not sighting some whales. Steaming light

Saturday May 27th

Partly cloudy and hazy weather, with gentle breeze from Sd. at 7 am. wind increased to moderate breeze, with squalls during forenoon. Lat at noon $58^{\circ} 03' N$.

At a few minutes past noon the "Stamboat" was thrown into considerable consternation, by the raising of two (2) right whales by the 3rd Mate (Mr. Butler). Soon after, three (3) boats were lowered the whales working to windward. A strong breeze was blowing which necessitated the reefing of boat sails.

The boats sailed well, Mr. Butler demonstrating, by the in a skilful manner, his competency to sail a boat to windward, though same boat could be scarcely made to sail on last season, while on today it was weather one.

After a pursuit of 2 hours the whales were lost sight of, the boats returning to ship. Indications of fair weather at midnight.

Sunday May 28th

Fair weather 1st part with heavy swell and gentle breeze. at 7 am. the wind increased to fresh breeze, took in sail and hoisted up the three (3) foreward boats. Foggy and misty at noon time. At 3 pm. wind and sea abated. Set some sail and stood to E. a.

Misty with heavy swell during remainder of day.

Remore current around deck regarding the increasing of bounty by the Captain.

Monday. May. 29th

Hazy and misty weather with gentle breeze from Sd.
At daylight made some sail and stood S.W.

Broke out flour and coal. Lat. at noon $58^{\circ}05'N$. The
Capt increased the bounty from $810^{\text{--}}$ to $815^{\text{--}}$ for the
raising and securing of 1st Right whale. All hands
vigilant and anxious to secure the prize. C. Nelson,
a boatswain was by direction of the Capt. Excused from
performing any work, detrimental to his frozen foot,
some having occurred at the wreck of "Heke Mar".

Threatening weather till end of day—

Tuesday May. 30th

Cloudy weather with gentle breeze and swell from S.W.
At daylight made sail and stood on the wind to S.E.
At 8 a.m. had forward barrow of bow boat lashed on deck,
and a new bolt made for it, the Capt on this occasion
performing the blacksmith work; which when finished
presented a creditable appearance. Lat. at noon $57^{\circ}50'N$.
In the afternoon the Capt^d and Cooper worked conjointly on
1st masts chest; making it about 3 feet shorter, the
original length being about Eighty-four (84) inches.

Saw some fire-backs from mast-head.

At 7 p.m. shortened sail, and was ship to S.W.

Wednesday May 31st

Cloudy weather with moderate breeze increasing to fresh at 2 a.m. Rain from 3 a.m. to 10 a.m. at which time it cleared up and became foggy. In the afternoon the Captain repaired the jib pump, bestowing many a compliment on the inventor of such a complicated article. At 8 p.m. spoke the Brig "Blakely" with our whale. Sailing to S.W.

Thursday June 1st

Cloudy weather with moderate breeze from S.W. At daylight saw the Brig "Blakely" to windward. Working the "Jacobian" to windward, and indeed she does very well, and apparently mindful of the fact that her commander wishes to out-sail the "Blakely" set by 10. at noon $57^{\circ} 34' N$. The 1st mate had his chest painted a deep blue with black streak. Wind increasing to fresh breeze with heavy swell.

Shoalwater sail at sunset and stood to N.W. on port tack. Saw some fin. backs from mast-head.

The setting of sun was indication of dry and windy weather.

Friday June 2nd

Partly cloudy with moderate breeze from S.W. At daylight made sail and stood to N.W. Had flying jib, foremast overhauled and repaired. Saw a brig to windward and a schooner to leeward. Spoke at 4 p.m. Saw ship too. Heavy rain from 6 p.m. to midnight.

Saturday June 3rd

The indications at midnight were erroneous, the weather becoming rainy with moderate breeze from E. S. E. Set some sail and stood S. S. E. At 10. am. it cleared up and became foggy and misty, nothing strange in the locality in which the ship is at present cruising viz Portlock Banks. The sun being partially obscured at noon time, obtained but an Approx. Lat. same being $58^{\circ}09' N$. Rove off new main spencer sheet. Tried fishing but did not catch any. The Capt. smoked tobacco. Saw nothing from mast-head. Misty at midnight.

Sunday June 4th

Misty, foggy, and unpleasant weather with light wind from J. E. At 4. am. it cleared up for a short time becoming again foggy. Lat at noon $58^{\circ}04'$. In the afternoon wind hauled to N. E. Steering to S. E. Saw nothing from mast-head. Pleasant weather at midnight.

Monday June 5th

Partly clear and beautiful weather with gentle breeze from N. N. E. At 5. am. saw a whale turn flukes, the Capt. went aloft immediately, but could not observe anything which would warrant him calling the animal a Right-whale. Brought out blubber and pear. Lat at noon $57^{\circ}00' N$. Approx Long. $130^{\circ}00'$. West. A suit of clothes, ten (10) lbs tobacco, & a pair of boots, were added to the bounty of \$15.⁰⁰ for the raising and capturing of 1st Right whale. Fine weather at sunset. Sailing S. E.

Tuesday June 6th

Partly clear and pleasant weather with light breeze from E. S. E. At 8 a.m. the forge was brought on deck, for the purpose of making a wrench for ships pump, also a pair of hooks to prevent pump from unstopping.

The ship becoming infested with a number of rats, a meeting was held amongst the officers, for the purpose of determining the most expeditious manner to extirpate these injurious rodents. The Captain presided occupying the vice-branch. A resolution was passed suggesting trapping with slow death upon being captured, and in accordance with such action, the Captain offered a suitable premium to the officer making or inventing the most useful trap. Being thus stimulated the 3rd mate, (Mr Butler), the 4th mate (Mr De-Watt) and the ships Cooper, immediately set to work, to secure the offered prize, and by high noon the inventions were placed before the Captain, who decided that the ^{inventor of the} trap securing the greatest number of rats by midnight of this day should receive the reward. A brief description of the traps may be interesting: that invented and manufactured by Mr. Butler was rather formidable, consisting of about two (2) doz. pieces of wire, sharply pointed, and drawn through one end of a small prism of box, and in such a manner, that the rat when in search of the bait

and upon attempting to enter through the hole, should
he feel inclined to come out, would be instantly picked
by the pointed wires, and guided by the broadness, would
plunge forward to the bottom.

That constructed by the 4th mate was much
of the aditiluvian type, and upon comparison
much resembled a fog-horn which has been recently
patented by an American Company. In
this instance imagination is superior to
description, while the Capt. has grave doubts
regarding the contrivance. I am at this writing
placed within a few feet of said trap, & can
only observe, a box with a sliding door, a handle,
and some other anonymous fixture. Truly there
is room for improvement. The trap made by
the Cooper speaks for itself, and to the satisfaction
of all, had captured six (6) rats, at the expiration
of the time specified by the Capt. who will present
to the Cooper a suitable present for the invaluable
service he has rendered his little vessel.

John Lewis, a boatsteerer upbraid the mutilation
of a pair of Moziuka boots by the rats.

Failing to find anything from mast-head
Saw some fun-backs

Repeating words at midday

Wednesday June 7th

Partly clear and pleasant weather, with indication of strong wind from SE. At 3 a.m. a gentle breeze was blowing. At 5 a.m. saw some whales turn flukes and soon after made them out to be "Sulphur Bottoms". Light mist in afternoon. At sunset shortened sail. Steaming to bed. Caught no rats today.

Thursday June 8th

Clear & part becoming cloudy at 3 a.m. with gentle breeze from E. Did not obtain Mermaid. At 10 a.m. Nothing of importance going on around decks. Saw some "Sulphur Bottoms" from mast-head. Shortened sail at sunset.

Friday June 9th

Partly clear, with light breeze from NW. At daylight made sail and stood to. Saw a whale turn flukes and made them out to be "Sulphur Bottoms". Lat. at noon 54.57. Worked out practically no intricate problem in navigation. Saw some fin-backs bolting. At 9.30 p.m. two ships, momentarily expecting to catch a right whale.

Saturday June 10th

Partly clear and rather cold weather, with gentle breeze from Wd. Indications of a strong breeze. At day light made sail and soon after took it in. Lat. by Obs. at noon. $54^{\circ}36'$. Three (3) Cans of corned beef being found unfit for use, were by direction of the Capt thrown overboard. Saw nothing of import and from mast head. The Captain repaired in a workmanlike manner a pair of Spectacles. Fresh breeze and heavy swell at midnight. The 4th mate struck and killed a Seal.

Sunday June 11th

Weather moderate with wind from Wd. At 8. am. set the foresail, jib, and spanker, and stood S W by S. Lat. by Obs. at noon $54^{\circ}51'$. At 8.47 am. took an observation of Sun, and at 11.35. am. took another one. Took sight out by the Double Alt. first sun, and ascertained the Lat. to be at last observation $54^{\circ}52'$. differing one mile from Lat. obtained by Merid. Alt. of Sun. The 10th mate had his "whiskers neatly trimmed". At sunset the "Star-spangled banner" and "Swiss Washer-woman" were played on a violin recently made by one of the foremost hands. The music was appreciated by the listeners. Made sail and stood S by S. party at 4 pm.

Monday June 12th

Cloudy weather, with gentle breeze and snow from
N.W. At 8 am. went main-staysail and had
it repaired. Approx. Lat. at noon $54^{\circ}50'$.

Moderate breeze in afternoon. Saw some fur
backs from mast head. James, Stables,
suffering slightly from Huntago.
Working ship to W.

Tuesday June 13th

Breezy Cloudy with light breeze from SW.

The crew engaged at fixing some rat lines, on
main light rigging. The cooper made a plug for
hause-pipe on main deck. Lat. at noon $54^{\circ}50'$.
Saw some Shepherds tortois from mast head.
Working ship to Westward.

Wednesday June 14th

Partly Clear and pleasant weather with gentle
breeze from NW. increasing to moderate breeze at 5 am.
At noon a right-whale was raised off lee bow by Mr. Butler.
The boats were lowered as quickly as possible, but after a few
trials the whale was lost sight of. The precarious state
of C. Nelson's foot, incapacitated him from performing
the duties of boat-keeper. The 4th mate was directed to
go in lead of 2nd mate's boat. Lat at noon $54^{\circ}14'$ Long. $153^{\circ}30'$ West
Showed sail at sunset. Evening of...

Thursday June 15th

Partly clear and pleasant weather with moderate breeze from Wd. Heavy fog from NW. At 8 am untied spunkies, and had new footrope put on. The 1st mate superintending same and doing the most important part of the work.

Lat. by obs. at noon $54^{\circ} 10'$. At 2.45 pm two (2) right-whales were raised on lee-bow by the ship & blacksmith. The three (3) after boats were quickly lowered carrying small sail. After being in pursuit about 1 1/2 hours, the Boathead (Mr. Noyes) put his boat on to one of the whales, his backteers darted with vigor and determination, thereby getting fast, also causing bomb to explode, but unfortunately the line drew out, involving the loss of whale. The whales being galled went to windward rapidly, and boats returned to ship, the officers indulging in hopes of better luck next time. At 5 pm took an alt. of Sun. for the Captain and ascertained the Long. to be $154^{\circ} 1.45'$ West.

The 4th mate on this occasion also steered the 3rd mate. Luffed to the wind and stood to NW.

Fred Ryan detached to take mast. Leads vice A. Nelson, who is suffering badly from a frozen foot.

Friday June 16th

Cloudy overhead, clear around horizon. Mod. breeze and fresh from NW. A noticeable change in temperature of weather, it being a little colder this morning. Lat at noon 54.10, which being same as yesterday, indicates that the "Staubel" can sail on a "parallel", as well as any other ship. The 2nd mate engaged at curing some seal skins. During the day the Capt visited C. Nelson in the storeroom, and placed the contents of the "Medicine Chest" at his disposal, together with whatever assistance himself could possibly render. Saw some fin-backs from mast head.

Working ship to windward.

Saturday June 17th

Verily this is "Kodiak", the weather being cloudy, foggy, misty^{and} unpleasant, and to make matters worse, a head wind blowing from N.W.

At 9 am. broke out a cask of coal and placed it between decks. Approx Lat. at noon 54.20.

Recd a log book from Capt. Foggy at midnight. Failing light.

Saw some fin-backs from mast head.

Sunday June 18th

The proverbial fog still prevails with mod breeze from W. S. W. Heavy swell. ^{Mr} Jackson again suffering from dysentery. At 4 p.m. it cleared up and became foggy. At 8 p.m. it was surmised that some right-whales were in sight and going to windward rapidly.

Shortened sail at sunset and worked ship at 11 p.m.

Monday June 19th

Cloudy weather with moderate breeze from S. S. W. Heavy beam sea running. At 10 a.m. wind increased to stiff breeze. Shortened sail to lower topsails, and main & miz. staysail. Saw some "Shepherd Bottoms" from mast. head. Just thick, foggy in afternoon. Light rain at 7 p.m. Saw a whaleship to windward. Moderate weather at midnight.

Tuesday June 20th

Nothing astonishing; foggy weather, with moderate breeze from S. W. Appox. Lat. at noon 53° 45'. Working ship to windward. Saw a vessel to windward. Squally, foggy, and misty weather at midnight.

Expect a change in weather at 2 a.m. on tomorrow.

Wednesday June 11th 57

The Expectations regarding a change in the weather were realized, it being misty, foggy, ^{and} squally instead of squally ^{and} misty as on preceding night. In addition to this a stiff breeze was blowing from W. S.W. with heavy swell.

In trying to obtain Merid. Alt. of Sun, a heavy sea, struck the horizon glass of my Quadrant, causing the quicksilver to be valueless. Had one made from part of looking glass, by Mr. Butler, which will probably answer. The Capt. will adjust the instrument on tomorrow. Lat. at noon. $53^{\circ} 20' N$. The 4th mate accidentally lost overboard a pair of opera glasses, during his coming down from mast head. Owing to the arrival of Sun, at the solstitial point, and with a view of bringing a favorable wind, it has been decided to launch the "Hog" on tomorrow. Saw some fin-backs from mast head. Working ship to W. Moderate at midday the at which time we were ship.

The health of Officer and crew excellent

Thursday June 29th

Cloudy wth part clearing up brightly at 8 a.m.
His Majesty the Sun coming out in all his splendour
making things assume a most pleasant aspect.
At 8.30 a.m. the "Hog" was led to the block and
Executed by Private Brown of the Mexican
Volunteers, in a very expeditious manner.
Various conjectures were made regarding the animal's
weight. The writer of this journal guessing the
Exact figure viz. 40 lbs. Had my quadrant
adjusted by the Captain and ascertained the
Lat. to be $53^{\circ}55'$ N. The cooper engaged
at making a chopping block.

Saw some fair-barks from west-lead.

Westerly winds still prevailing, working ship still
At midnight a fair wind sprang up from Ed Luebling
again to the west. Had the "Hog" weighed a 100 lbs, I believe the
wind would have continued fair for a longer time.

A piece of poetry with your permission

The "Hawtorn" is coming around the bend.

Good-bye. my loved good-bye.

Two Crews are composed of gentlemen so
Good-bye. my loved good-bye.

Friday June 23rd

Cloudy weather, with moderate breeze 1st part.

At 5 a.m. a thick fog - Set in, and such weather being unsuitable for whaling, provisions consisting of beef, pork, bread, flour^{and} pickles, were taken out in forenoon. Did not obtain merid. alt. of sun. At 1 p.m. the Captain extracted a tooth from the Ex. minister of the interior ostentatiously without pain.

At 3 p.m. it cleared up brightly, at which time a whale was seen to turn flukes on lee-beam. Being uncertain of the species, the Capt considered it judicious to lower two (2) boats, and upon next rising the animal was ascertained to be a "Sulphur bottom", the boats then returned to ship. At sunset an exciting race took place over mast head between two foremost hands for a suit of underclothes, the former winning easily.

Fine weather at midnight. Course S.W.

For the Behring Sea sure we are bound.

Good-bye my lover good-bye

And if we're lost, I hope will be found

Good-bye my loved good-bye

Saturday June 24th

Clear & very pleasant weather, with gentle breeze from W. A good many took advantage of the dry wind, and this warmth, by drying their clothes. It is possible to see a fine day even in "Kodiak". Had flying jib pennants repaired. The gunn' mate shot and wounded a "Grampus" that was close to ship.

Saw some Sulphur Bottoms and Fin-backs from mast-head. Working ship off under unfavorable circumstances. Thick fog at midnight.

Sunday June 25th

Fine days in the vicinity of "Kodiak". At this or any other part of the season, are indeed like the "angels' visits" few and far between. A beautiful sunset the previous night, and a thick fog at beginning of next day, remaining so till 9 a.m. at which time it cleared up. Lat. at noon $53^{\circ}51'$. Long. at 3 p.m. $154^{\circ}16'45''$ W.

Saw a schooner steering N.E.W. Steering the "Stambol" W. of Kruzak pass. Distance from pass 360 miles. Saw some Sulphur Bottoms and Fin-backs from mast-head. The wind has at last become favourable. Foggy at 8 p.m. Cloudy at midnight.

Monday June 26th

Cloudy with gentle breeze from J.E. Light fog at intervals. Approx. Lat. at noon $53^{\circ}25'$.

In the afternoon the 3rd mate rigged his new mast, his sail setting very well. The 2nd mate took old mast of 3rd mates. Long. by D.R. at 4 p.m. $156^{\circ}22'W$.

Saw some Sulphur Bottoms from mast - Lead.

Wind hauled to S. Light breeze at midnight with light mist. Distance from pass at 4 p.m. 290 miles.

Tuesday June 27th

Cloudy with light breeze from Jd. Light mist at 3 a.m. at 8 a.m. the Captain began making a neat writing table finishing same at noon. Lat. at noon $53^{\circ}08'$. Long by D.R. at 4.30 p.m. $158^{\circ}30'W$ est.

The cook at noon time was taken sick, with intermittent fever, and upon the Capt. bringing him some medicine, a few hours afterwards, the fever had left him.

Private Brown "un Espanol Cochiseiro" was detailed instead during the illness of said Cook.

The 3rd mate was instructed to again head his watch. Course. W.S.W. cor. magnetic.

Cloudy at midnight.

Saw some Sulphur Bottoms from mast. Lead

Wednesday June 28th

Cloudy weather with gentle breeze from S. by W.
Lat at noon $53^{\circ}20' N$. obtained by two (c) Gun altitudes,
and one (1) Sextant, agreeing within one mile of each other
at 3.30. pm. Landed ship the wind having backed a little
working ship to "Unimak pass". The cook slowly improving
at 10.30. pm. the wind backed to S. Packed ship.

Thursday June 29th

Cloudy weather with light mist and fog. Moderate breeze
from S. by W. at 6 am. saw a whale ship to S. and S. E.
Cleared up a little at noon at which time the Lat. was
ascertained to be $53^{\circ}17'$ by obs. Saw some "fin-backs"
and "Slephus bottoms" from mast head.

Long. at 3 pm. $161^{\circ}25'$ West. At sunset fresh
breeze with moderate swell. took in M. tight sail.
The cook improving. Recd. a cigar from the Captain.
At 11. pm. "Unimak Pass" bore W X N to N. correct mag.
distant 97 miles. Wind hauling to E. at midnight.

Being now almost sufficiently far to the westward the
Capt will in all probability, keep ship off for "pass"
at daylight.

At midnight the ship was making almost a
due West ground.

Cloudy & interesting weather.

Friday June 8. 30th

Cloudy weather with gentle breeze from S.E.

Sailing to Wd. at 4. am. the Capt came on deck and kept ship off steering N.W. Ugauut Island bearing N.W. (true) distant 90 miles. At 9. am it became foggy and misty, and in consequence of the Chronometer having always proved faithful, the Capt kept the vessel running at an average speed of 6 miles per hour. Did not obtain a Lat. at noon. At 1. pm got up both cables and shackled the anchors. Foggy and misty during the afternoon. With calculations deduced from Chronometer and Patent Log. it was ascertained that at 5. pm. the ship was distant 10 miles from Centre of the pass. Shortened sail and proceeded at a moderate rate of speed on calculated course, but the weather being so extremely thick and misty, scarcely seeing 1/2 mile ahead, it was considered judicious to Luff to the wind and stand S.E.

Took a cast of the deep sea lead, and found bottom at 70 fathoms. Keeping a tight lookout. At midnight hauled back the head yards and awaited patiently what the morrow may bring forth.

The Cook reported for duty but apparently in poor health.

Saturday July 1st

Cloudy, foggy & misty weather with light breeze from S.E. at 3. am. the Capt. came on deck and steered for the "pass", and at 3.30. am. it becoming clear land was sighted on the S.E. Having drifted some to N.E. during the night a S.W. course was steered. Sighted the W.S.S. "Mohican" lying at anchor near the pass. The Captain paid a visit to that vessel receiving information regarding the Settlement of the "Bering Sea" question, and also of the work of the "Sea Ranger".

Spoke the "Bourding Biscow", and recd visit from Capt. Ashley. Saw the "Andrew Hicks" and three (3) other whalers steering for the pass. At 8. am. the "Mohican" weighed anchor and went through "pass". At 2. pm. had the "Stamboul" steered safely through the "pass", being preceded by an innumerable and formidable number of five-backs, which were calculated to be worth two-hundred dollars (\$200⁰⁰) each. At Eux the New York or London market. At 8. pm. "Houkian" left for S.E. cor. mag. Dist 6 miles. Caught some Codfish. At 8.30. pm. an English man-of-war horn in sight; hoisted the ensign at the mizzen peak. The Star B. Boat, was found to be badly ston.

At 9. pm. the Capt. retired well satisfied with his day's work.

Sunday July 2nd

Cloudy with gentle breeze from S.E. The Capt and crew on deck at 3. am. made some sail and went for "Ounastaka" Saw the "Gomewig Billoo" Andrew Hicks and two other whalers leaving for that port. In the afternoon the wind hauled to the E. for a short time, again hauling to S.E. Saw some fur-bags from mast-head.

The season beginning short and the Capt anxious to capture a whale before proceeding to "Ounastaka", he accordingly at 6. pm. headed the "Stamboat" for St. George Is. It is with regret I have to admit that the sailing propensities of our little vessel are a thing of the past. It is indeed aggravating to behold those whalers in sight, and disappearing rapidly to their port of destination, while the "Stamboat" does not actually move. Arrived at 7. pm. Fine weather at midnight.

Monday July 3rd

Cloudy, with gentle breeze from S.E. Clearing up partially at 8. pm. at which time the Jtd. B. Boat was rolled over and repaired. In afternoon took off new fore upper topsail brace. E. Nelson engaged at making a new try-work cover. Lost sounding lead through parting of lead line. Making passage to St. George Is.

Tuesday July 4th

Cloudy 1st part with light breeze from Wd.

To day being a memorable one in the annals of American History, ^{it} was observed in a rather quiet and solemn manner. At the request of one of the officers and the joyous concurrence of the remainder the "Declaration of Independence" was recited in a pathetic and animated tone, which should inspire a feeling of loyalty and patriotism to the principles of that traditional and immortal legacy.

Lat. by Obs at noon 13.° 07'.

Saw some fish backs from mast-head.
Light wind and fine weather at midning L.A.

Wednesday July 5th

Cloudy overhead, clear around horizon. Moderate breeze from W.S.W. Saw a vessel to windward. Completed the making of new-try works cover. Nothing of importance going on. Saw some fish-backs from mast-head. Saw a vessel to leeward at sunset. Shortened sail. Steering for St. George.

I am at present contemplating the writing of a book. Entitled the "Trials and Tribulations" of a 4th rate boatman.

Thursday July 6th

Cloudy weather with light breeze from S.W.
Nothing of importance going on around decks.
Saw a vessel to leeward. Caught some Cod fish.
The Captain issued tobacco. Saw nothing from
mast-head save a few fin-backs. Shortened
sail at 8 p.m. and hauled back lead yards.
Light breeze from S.W. at midnight.

Friday July 7th

Cloudy weather with light mist, and light breeze
from S.E. At 10 a.m. the Captain set board, got up
some lead and sand, and moulded a hand-lead
in a proper workmanlike manner. Misty and foggy
in afternoon. Rain from 11 p.m. till 7 p.m.

Shortened sail at 8 p.m. and tried fishing. Saw
one sick fin-back from mast-head.

Foggy weather at midnight. Expecting to see
some whaleships on tomorrow.

Some poetry

Then lay aloft and keep a look-out,

Good-bye my loved good-bye.

You'll get \$10⁰⁰, if you raise a spout.

Good-bye my loved good-bye.

Saturday July 8th

Foggy weather, with light mist, till 9 a.m. at which time it cleared up brightly.

Lat. at noon $58^{\circ}03'$. At noon sighted the whaling barque "California" on weather bow, and at 1.30 p.m. the Capt visited that vessel. at 4 p.m. the Ship "James Arnold" came in sight, and at 7 p.m. Capt. Storum of the "California" together with Capt Wedrow visited the "James Arnold", returning to their respective ships at 11 p.m.

The "California" reported the capture of some whales by the "Arctic" fleet. Standing WNW. at midnight.

Sunday July 9th

Cloudy and misty weather, with moderate breeze from WSW. Heavy sea. At 11 a.m. saw the "California" steering SE. Wind increasing in force in the afternoon took in sail and wore ship.

Saw some fin. backs from mast head.

Monday July 10th

Cloudy, misty and foggy weather, with light wind from WSW. Nothing of importance seen from mast head. At 3 p.m. the Sun came, disappearing again immediately. Fish fighting did not catch any.

The cook again prostrated with rheumatism. Misty, cloudy and foggy at midnight.

Tuesday July 11th

Hazy, with light breeze from W.S.W. at 10 am
it cleared up brightly, wore ship, and stood W.S.W.
Lat at noon 57.15. At 3 pm sighted St. Paul Is.
bearing SW by E. cor. mag. distant 20 miles.

Standing in towards Land. Saw nothing from mast-
head. The Cook slightly convalescent, while the
Steward is suffering from indigestion. At sunset
shortened sail and wore ship.

Wednesday July 12th

Cloudy with light fog clearing up a little at 8 am, at
which time the U.S. Fish Commission Steamer "Albatross"
at present attached to the "Behring Sea" fleet, bore
in sight, and soon after received a visit from a
boarding officer of that vessel. Capt. Waldron received
him and extended the usual courtesies.

At 8 am the new whaling steamer "Narvach" Commanded
by Capt. Whitcomb, came in sight, and was visited by
Capt. Waldron. Capt. Whitcomb reported the capture of two (2)
true head whales.

During Capt. Waldron's absence I noted the time by
Chronometer, the R.M. giving me an altitude.

No Long deduced from observation being 169.° 20' W. Lat.
Saw nothing from mast head. Cruising around St. Paul Is.
Accumulated rate of Chronometer by 1st fast. August 1891

Thursday July 13th

Partly clear and misty weather, with light air.
at 4 am. it becoming calm and foggy, fishing
was tried, the men catching quite a number. One (1) bbl
were salted. In the afternoon saw some whaleships and
recd.^a visit from Capt. Donaldson of the "Hudson Hicks"
who reported his lowering for a right whale on July 11th
but not successful in taking. The "James Mould"
having secured one (1) whale, is engaged at foiling.
Saw some "Hump-backs" turn flukes. At sunset
six (6) whaling vessels were in sight, the "California"
lowering her boat at 8 pm. Cruising to the NE of
St George Is. Shortened sail and stood to NE on
Sto tack. Indications of rain at midnight.

Friday July 14th

Partly clear w. part, becoming cloudy and misty at daylight.
Raining from 4 am. till 8 am. at which time the
ship was kept off for "Ounalaska" distant at 9 am.
195 miles. Lat. by obs. at noon 56° 56'. Beautiful
weather in afternoon. Saw some fin. backs from
mast-head. James M. Sullivan suffering with an
inflamed eye. The cook still rheumatic. Moderate
breeze at midnight. Saw a whaleship on the quarter
steering for Ounalaska. Expecting to arrive at the
port on Sunday morning.

Saturday July 15th

Partly clear and pleasant weather with gentle breeze from NW. At 2. am. saw a whale ship steering NE, seemingly coming from "Ounalaska". At 9. am. had some pumpkins made for breaking out. Lat. at noon 55. 16. The whale ship "California" visible on Jsta. Lanta, and gaining but very little on the "Hawthorn". Long. at 3 pm. by D.R. 167. 26 West. Saw some birds back from mast head. At 7. pm. sighted ~~Capt. ^{at long 90 mt} ~~Cheney~~~~ on Jsta. No. Dist 60 miles. We reached at midnight.

Sunday July 16th

Clear and pleasant weather, with gentle breeze from NW. Making passage to Ounalaska, at 4. am. sighted Cape Churchill bearing SE. 4 S. at 8. am. got anchors ready for letting go, and at noon came to anchor in Dutch Harbor, in twenty (20) fathoms water. Soon after Mr. Capt. went on shore and receiving some mail. Visited the "Mar. Ed" "California". The Mr. Baylies went to sea in the afternoon.

Had made preparations for receiving water on tomorrow

Alaskan morning

Monday July 17th

Laying at anchor at "Bute Harbor" Unalakleet.
The whalships "California" and "Mard". The merchant
ship John A. Briggs, and the steamer "Benta" also
in port. Had a raft made for fresh water, sent
it on shore, and had same hoisted inboard at
2 p.m. Said raft containing 701 lbs.

The Captain on shore transacting some ships business.
Some of the Officers and Crew visiting whalships.

Tuesday July 18th

Laying at anchor at "Bute Harbor", with very
pleasant weather. Sent 2nd raft on shore at 7 a.m.
and had same hoisted on board in the (3) hour
afterwards. Very quick work. In the afternoon one
boat went cod-fishing catching a few. Engaged at
Smoking Ship, for the purpose of exterminating the
rats which have recently been doing great damage
to food and clothing.

The whalship "James Mould", the Revenue Cutter
"Corwin" and Fish Commission Steamer "Albatross"
arrived in port, thereby causing the "Harbor"
to assume an animated aspect.

Had fresh water placed in tank and
will start same on tomorrow.

Wednesday July 19th

Laying at anchor at Dutet Harbor.

The crew engaged at stowing water and heating
out after hold. The "Mars" engaged at refilling
water. The "Corwin" coaled ship and went Dec.
The ship "John T. Briggs" discharging coal. Pleasant
weather during day. The "James Arnold" dragged
her anchor. Boat going on amongst whaleships
being rather tired I retired at 10 pm.

Thursday July 20th

Laying at anchor at Dutet Harbor: at 6 am
had a boat taken from off the house, and sent
on shore for the purpose of selling it. at 8 am
commenced painting ship on the outside a white
color, finishing at 3 pm. Had small raft on
shore in afternoon and had it filled. The

Brig "Blackleg" (Capt. W. Combes) arrived in port
with three (3) right whales.

The Captain took C. Nelson and the cook,
on board the U. S. Steamer "Albatross" for examination.
The former who is suffering from a frozen foot, was
recommended to be sent to "Sitka" as soon as
convenient; while the latter who is feverish, was supplied
with some invigorating medicine (Cough Syrup) before

Friday July 2nd

Laying at anchor at Lulea Harbor. Send raft on shore and had it filled, and some hoisted on board at 4 P.M. Captain Walden, with the other whaling Captains in port, went Salmo Seining, making a most remarkable haul, the "Stantout" receiving two (2) boat loads.

In returning to Lulea Harbor for the purpose of purchasing some salt it being necessary to take boat mast down, and in so doing, the boat being so slippery, ^{and being} that unassisted, that my foot proved untrue, thereby causing the mast to come down with unabating force, striking the Captain, a severe blow on the head, but fortunately not injuring him. I at once apologized, but was informed that it was unnecessary, as my past record, could not make known, any ungainly or intentional act to do harm. The U. S. Gunboat "Petrel" Comd. Dayton, arrived in port also H.M.S. "Champerlain".

The U. S. Cutter "Rush" expected to arrive on tomorrow.

Clear weather and at midnight

Saturday July. 22nd

Laying at anchor at "Dutch Harbor".

Discharged the extra hold and trimmed the "Haw boat" apt, with fresh and salt water. The "Albatross" went alongside the "John Briggs" and received coal. The U. S. R. Cutter "Rush" arrived in port. Lent our raft to the Brig "Blackley" to bring off some water. Received some potatoes on board. Sent raft on shore.

Sunday July. 23rd

Laying at anchor at "Dutch Harbor".

The Steamer "Beetle" went by sea. An invitation was extended to all ships in port to attend Divine Service on board "U. S. Champion".

A large number availed themselves of the opportunity, the whaling profession being ably represented.

The Revenue Cutter "Corwin" arrived in port.

The Captains of whalships on shore transacting some business. At 3. pm a "prayer meeting" was held on board the "Haw boat" conducted by some members from the American and English "man of war". May their prayers be heard, and tend to increase our good fortune in securing a large number of whales. Considerable sealing going on in the Harbor.

Monday July 24th

Laying at anchor at "Dutch Harbor." Had left
filled and brought off 6 ship, making a total
of about two-hundred ^{and ninety} (290) bbls.
received on board. The "California" and "Maine"
went to sea, also the Revenue Cutter "Rush".
Steward Rosenthal and "Whiskers" two foremast hands
absent from ship. The Company's Steamer
"Crescent City" arrived. No mail for whalers.
The U.S. "Ranger" arrived in port at 10 p.m. Very
pleasant weather. Expecting to go to sea tomorrow.

Tuesday July 25th

Laying at anchor at "Dutch Harbor." At 7.30 a.m.
Lad "Christopher Nelson" a boat tender, transferred to
Steamer "Crescent City" for passage to Vitha, to undergo
treatment for his frozen foot.

The "Jacques Arvola" being almost on the beach, was
towed further ahead by the "Corcoran".

The Captain of the "Blakely" reported the death
of three (3) men from his vessel. Recd. some coffee
and store-pipe from shore. At 4.45 p.m. hove
short, and at 5 p.m. was taken in tow by the U.S.
Fish Commission Steamer "Albatross", Captain Tanner
of that vessel complying with Capt. Waldrup's
request. The "Maine" went to sea. At 8 p.m. Capt. Chappin

Four S.W. distant 2 miles.

A stiff breeze, being blowing from the N.E., causing the "Steam boat" to labor heavily during the towing, it was deemed prudent to let go the hawser, and let sail, which was accordingly done. Hermann Rosenthal, and William Whittier's ^{and} absent from the ship. Fresh breeze from ~~the~~ ^{the} at midnight.

Wednesday July 26th

Cloudy weather, with fresh breeze from Westward. Squally at intervals. In the afternoon unpacked the cables, and secured the anchors for sea. Hoveed the cables myself, and am firmly resolved not to stow them again.

Frank Frole, Private Wagner, and the Cook undergoing medical treatment.

Saw nothing from mast-head. Squally at midnight.

Thursday July 27th

Cloudy & misty weather, with moderate breeze from S.W. At 6 a.m. scrubbed decks. Foggy at 7 a.m. Clearing up soon after, and again becoming foggy and misty at noon, at which time the approx. Lat. by Obs. was ascertained to be 56° 06' N. Misty in the afternoon.

At 6 p.m. moved ship to S.W. Fresh breeze at midnight.

Friday July 28th

Cloudy with heavy snow 1st part. Fresh breeze decreasing to moderate at daylight. The 2nd mate had a storm sail made from an old boat sail. Lat. by obs. at noon 56° 04'. The sick^d men improving rapidly. Saw some fur-backs from mast-head. Fine weather at midnight.

Saturday July 29th

Partly clear and pleasant weather, with gentle breeze from Sd. The Cooper engaged at repairing the Sbd. bow chock, which was partially carried away by wire hawser of "Albatross." Lat. at noon 56° 24'. Had Scuttle-butt cleaned and scrubbed.

In the afternoon wind hauled to SE. St. George Is. in sight on port beam. Distance 10 miles. Steering to N. d. Fred Ryan instructed to take "a wheel" and O. Anderson a "mast-head"

At 8 p.m. the wind having increased to stiff breeze shortened sail and luffed to the wind on Sbd. tack.

St. Paul Is. on lee bow. Blowing hard at midnight with heavy beam sea running.

Indications of rain. Anxiously awaiting the sighting of a right-whale.

Sunday July 30th

Cloudy & rainy weather, with stiff breeze from S.E. The "Haulout" riding the sea gracefully and scarcely shipping any water.

Lat. by D. R. at noon $57^{\circ} 38'$. Lat. by our observation of the Sun taken near noon $57^{\circ} 30'$; and lat. by Doubtless Lt. at 3.30 p.m. $57^{\circ} 18'$. Wind decreased to moderate breeze in afternoon. At 1 p.m. wore ship to S.W. and again at 8 p.m. to the E. Light mist at midnight, with the "Kodiak" weather.

Monday July 31st

Holy Sailor! Cloudy, misty and foggy weather, with moderate breeze from S.E. Heavy swell. Made some sail. Steering to W. Approx. Lat. by Obs. at noon $57^{\circ} 47' N$. At 3 p.m. steered to N.W.

Wind increasing in force at sunset, shortened sail. Saw nothing from mast-head.

Tuesday. August 1st

Clear, pleasant and refreshing weather, with gentle breeze from W.N.W. At 8 a.m. the Sun came out in full splendor, causing everything to assume an encouraging aspect: in fact all unpleasant recollections of bad weather, &c. were forgotten, and the prospects of the season much brightened. Lat. at noon $58^{\circ} 00'$. Long. at 3 p.m. $169^{\circ} 44.45'$ West. Made some sail. Moderate breeze at midnight. Recurrence of the same weather at 2 p.m.

Wednesday. August 2nd

It now appears an Established fact, that one (1) fine day in the "Bering Sea" at this season of the year, is a sure prognostication of a bad one following, for such today is, being misty with fresh breeze from Wd. At 9. am sighted St. Paul Is. bearing SxW. distant 20 mls. Saw the Brig "Blakely" to leeward. Lat. at noon 57.22. Wind hauling to NW. Steering NE. Clear weather at midnight. Saw some fire - tracks from mast-head.

Thursday August 3rd

Cloudy weather with gentle breeze from Wd. At 6. am. spoke the "James Arnold", who reported the sighting of eight whales, on yesterday and day before. Saw another whaleship to leeward. Approx Lat. at noon. 57.00. Repaired the jib and staysail pennants. Saw some fire-tracks from mast-head. Indications of rain and stormy weather at sunset. Light rain at midnight.

Friday August 4th

Rainy and foggy weather with moderate breeze from SE. At 6. am. it rained heavily clearing up at 9. am. Lat. 6.00 at noon 57.31. At 3. pm. sighted the "James Arnold", and at 5. pm. received a visit from Capt. Reynolds, whose intention it is to proceed to the Arctic on the 15th Inst. Cloudy weather with foggy at midnight.

Saturday August 5th

Cloudy weather with light mist. Moderate breeze from SE, decreasing to gentle at 7 a.m. Foggy at intervals during day. Did not obtain merid. Alt. of Sun. Saw the "Blakely" and "James Arnold". At 3 p.m. it cleared up. At 5.30 p.m. took a ship. Shortened sail at sunset. Light mist at midnight.

Sunday Aug. 6th

Cloudy and misty weather with gentle breeze from S.E. At 10 a.m. it commenced raining continuing to till noon. Saw the "James Arnold" to leeward. Owing to cloudy weather did not obtain merid. Alt. of Sun. Steering to Wd. till 9.30 p.m. at which time the "Hambout" was put on the other tack. At 7 p.m. the Captain gave a choice "Harappa" cigar to each of the watch on deck. Misty at midnight.

Monday, Aug. 7th

Cloudy, foggy, and misty weather, with moderate breeze from W.N.W. at 5 a.m. caught some cod fish. Sat. at noon 57.40. Foggy in afternoon till 3 p.m. Broke out flour. Saw nothing from mast-head. Verily I believe that the fingers of Fate is pointed against us, but, nil desperandum is our motto, and ere long the gloomy aspect of the "Hambout" will be removed, and a more auspicious one assumed. Misty at midnight.

Tuesday August 8th

Cloudy, foggy, misty, unpleasant, and rotten weather, and as many more adjectives as you choose to prefix. Moderate breeze from Wd. Cruising to the ENE. of St. Paul Is. Fat. by Ok. at noon. 57° 26'. Earnestly wishing the weather to clear up, in the hope of seeing some whales. Saw a fin-back from mast-head. at 6 pm. more ship to the N. misty at 7 pm. and foggy at midnight.

Wednesday August 9th

Foggy, misty and unpleasant weather with gentle breeze from Wd. Broke out a cask of beef. Fat at noon 57° 33'. Cleared up brightly at noon time. Wind backed to Sd. Log at 2.30 pm. 169° 07' 15" West. Saw nothing from mast-head. Strange luck, no whales. Shortened sail ~~at~~ at sunset. Course W X S $\frac{1}{2}$ S. Chronometer fast on Greenwich Mean time 30.^m 12.^{sec} and gaining 1 $\frac{3}{4}$ sec. daily. Such is the gain deduced from last sight worked out by me. The usual termination today's work - misty at midnight.

Thursday August 10th

Misty weather with moderate breeze from S.E. at 10 am wind backed to S.E. and increased to very fresh breeze, velocity of wind 24 miles per hour. Lat. at noon by D.R. $57^{\circ}38'$.

Took in foresail, jib, and fore topsail, and at 1 pm "hoove too" on "port tack". Hoisted up boats and took out lines. Made Everything secure for heavy weather. Heavy rain from 9 to 11 pm. Threatening weather at midnight.

Friday August 11th

Cloudy and misty weather with moderate breeze from S.S.E.

At day light it became foggy, clearing up a little at 9 am. Lat. by Obs. at noon $57^{\circ}52'$. Saw a school of "Killers" from mast head. Very bad whaling weather, and even if whales were seen, it would be rather difficult to secure one, owing to the fog, which still prevails.

At 3 pm. wore ship to Wd. Heavy snow, misty at midnight.

Saturday August 12th

Misty weather with moderate breeze from S.S.E. At 9 am it rained a little clearing up soon after, and just then of it, the stars shone brightly for a very short time. Foggy at 7^{pm} and remained so till noon, at which time it cleared up and began to rain heavily. The Captain

issued tobacco two (2) lbs to each man. Heavy rain at 5.30 pm, with indications of strong blow from S.E. Shortened sail to bare poles, and in such a short time by the port watch, that Captain signified his satisfaction by giving each man a good drink of whiskey. Ship drifting S.E. Saw nothing from mast head. Misty at midnight.

Sunda August 13th

You may think that I am fooling, but honestly it is misty, foggy, unpleasant, mean and unprecedented weather with heavy swell, and moderate breeze from S.E. At 6 am caught some codfish. Did not obtain merid. alt of Sun at noon, and from present indications will not for a month or so. A noticeable change in afternoon the wind shifting from S.E. to N.W., but said shift of wind had no effect on the fog, which seems to become more dense, no matter what point of the compass the wind blows from. Steering to S.W. Never saw such weather since my experience at whaling in the Bering Sea.

The usual termination to my day's work, viz. misty at midnight.

Monday, August. 14th

Cloudy and misty weather, with first freeze from W. At 5 am broke out a East of port. At 8 am. weather moderated a little but heavy snow still remains. Sat. by obs. at noon. ^{57.04} Sat. by Double Altitudes at 2. pm. 57.04. Saw a large number of fin-backs from mast-head, also a couple of Hump backs. Steering to N. d. Indications of reasonable weather at midnight

Tuesday, August. 15th

Cloudy and misty weather with gentle breeze from SW. At 7 am it became very foggy, with light rain. Broke out some provisions. Did not obtain a Sat. at noon. Saw some fin-backs from mast-head. At 4 pm it cleared up a little. Shot some Gail at sunset. Light breeze at midnight with a few stars shining.

Some poetry

Now let us be merry, and never despair.
Good bye my lover good-bye
We had a good drink, to drown our care
Good-bye my lover good-bye.

Guess I skip as poetical man next,
soon and see why I should not.

Wednesday August 16th

Cloudy and misty weather with gentle breeze from Wd.
At 5 a.m. it became foggy clearing up at intervals.
The ship Laring a list to Starboard, some salt water was
piled on port side. Lat. by obs. at noon $57^{\circ} 23'$. Saw
some fin-backs from mast-head. Nothing of importance
going on around decks. Shortened Sail at sunset.
Excellent weather with light mist at midnight.

Thursday August 17th

Cloudy weather with light fog clearing up at intervals
during day. Did not obtain a Lat. at noon. Had
flying-jib pennants upaired. Lengthened foot
ropes on fore yard, also on upper topsail yard. Saw
some fin-backs from mast-head. Something
must surely come in sight pretty soon, in fact
an observation of the Sun, would be quite a novelty.
Gentle breeze from N.W. Light mist at midnight

Friday August 18th

Cloudy overhead, clear around horizon, with gentle breeze
from NW. Very light fog for a short time during
forenoon, clearing up at 10 a.m. Tried hard to obtain
an Altitude of Sun, but his Majesty seemed inclined
that I should not. Saw a large number of fin-backs
from mast head. Fair weather for whaling. Steaming to NB.

Saturday August. 19th

Cloudy weather with gentle breeze from N.W.

Wind hauled to W. and increased in force.

At noon the Sun cast off his veiled appearance and came out for a short time.

Approx. Lat. $56^{\circ} 11'$, Lat. by Double Alt. $56^{\circ} 09'$.

At 2 p.m. I accidentally lost my cap overboard.

The Captain very kindly gave me one instead. Saw some fur-balls from mast-head. At midnight rose ship.

Sunday August. 20th

Cloudy weather with gentle breeze from N.W. At 7 a.m. the clouds partially disappeared, and the Sun came out brilliantly. At 8.30 a.m. took an observation of the Sun for the Captain, and ascertained the Long. to be $170^{\circ} 09' 15''$ West, at the same time the westerly end of St. George Is. bore N. by N. distant 18 miles. Lat by obs. at noon $56^{\circ} 13'$.

The whaler "Josephine" came in sight a little before noon, and at 4 p.m. Capt. Waldron paid a visit to that vessel.

Captain Fisher reported the capture of one or two right-whales near "Kodiak".

Steering to St. Lawrence at midnight.

Monday. August 21st

Buffy clear and fair whaling weather with moderate breeze from Wd. Heavy swell. Squalls in forenoon. Lat. at noon, $55^{\circ} 55'$. In the afternoon weather moderate. Saw nothing save fir - backs from mast - Lead. Working ship to Westward. Stars shining brightly at midnight.

Tuesday. Aug. 22nd

Clear and very pleasant weather with gentle breeze from Westward. At 7 a.m. saw a small steamer to leeward. At 7 a.m. unbent the lower fore - topsail and thoroughly repaired it. Lat. by obs. at noon $56^{\circ} 24'$. In the afternoon bent fore - topsail and thoroughly repaired ~~it~~ the miz. topmast staysail. Saw some fir - backs from mast - Lead. Long - by D.R. at 3 p.m. $171^{\circ} 48' W$. Fine whaling weather but not a whale to be seen. Steering to NW. Beautiful weather at midnight. I should think if there are any right - whales still remaining in the Behring Sea, and the "Staubout" not to be fortunate enough to secure one - it is of no use in other whalships attempting to do so.

Wednesday. Aug. 23rd

Cloudy and misty 1st part, with light rain and fresh breeze from S.E. At 5. am. took in foresail, and at 5.30 it being blowing pretty hard, with indications of increasing in force, the lower topsails were taken in and the ship "lashed" on the tail. Had the boats hoisted up and secured. Lat. by L.R. at noon 57.09. Long. D.R. at 3. pm. 173.15 West. Saw some Fin - backs. Squally in afternoon. Wind hauled to N.W. 4 or 5 ship. Moderate at midnight.

Thursday. August 24th

Misty and moderate weather with wind from N.E. Heavy sea running, but the "Hawlbowl" scarcely shipping any water. At 3. am. set the main-topsail. Misty till 10. am. at which time it cleared up a little. Approx. Lat. by Obs. at noon 56.35.

At 1. pm. wore ship S.W. Indications of bad weather in afternoon. Wind hauling to N.W. At 6. pm. wore ship. Unsettled weather, with heavy rain at midnight.

Friday August. 25th

Partly clear and tracing weather with moderate breeze from W.N.W. At daylight indications of bad weather were visible. Set the foresail at 10 a.m. Lat. by obs. at noon 56° 48' by D. Reel 56° 52'.

In afternoon it became very squally. Filled some salt-water in fore-hold. Saw some fin-backs from mast-head. No right-whales, and very bad weather to capture one, should an opportunity offer. Steering to N.W. Heavy swell at midnight.

Saturday August. 26th

Clear and invigorating weather with moderate breeze from S.W. at 6 a.m. wind increased to fresh breeze with heavy swell. at 7 a.m. steered to N.E. till 11 a.m. at which time heaved to the wind. Lat. by obs. at noon 57° 30'. Very heavy swell for the past 3 days, owing probably to change of moon, which becomes full at 9 p.m. tonight. The Captain having a new seal-skin coat made. Saw two (?) fin-backs from mast-head. The setting of Shen indicated dry and windy weather.

Shortened sail: Steering to N.W. Moon and stars shining brightly at midnight.

Sunday Aug. 27th
Clear and pleasant weather with light breeze
from E. At 6 am. caught some Cod-fish.
Calm at 10 am. Lat. by Obs. at noon 57.56.
Steering to J. No difference regarding the sight-
ing of whales, whether it is fine or bad weather.
This day being a fine one has a very pleasant
Effect on ship's company. Saw some "Killer"
from mast-head. Calm at midnight.

Monday, August, 28th
Clear, calm, and very pleasant weather in
fact something astonishing in the vicinity.
At 6 am. a light breeze sprung up from E.
Lat. by Obs. at noon 57.51. Nothing of importance
going on, and it seems evident that the
month of August will pass from the "Calendar"
without our capturing a whale. Light rain in
afternoon. Saw nothing possessed of life from
the mast-head.

Light air at midnight.

Am not at present I assure you in
any peevish mood.

"No whales"

Tuesday August 29th

Clear and pleasant weather with light breeze from SW. at 5 am. the Sun rose majestically and made Everything and Everyone look gay and cheerful. Lat. by obs. at noon 57° 50'.

At 3 pm St. Paul Is. bore ESE, distant 9/15 miles. Have to again record the fact that it does not matter whether it is fine weather or not, because not a whale is to be seen. Even the Fin-backs have left for parts unknown.

Hazy weather with light breeze at midnight.

Wednesday August 30th

Hazy and overcast weather with Every indication of a change. Gentle breeze from Sd. At 11 am wind hauled to SE, and increased to fresh breeze with light rain. Approx. Lat. at noon 57° 40' N. Saw some "Killer" from mast-head.

Shortened sail in afternoon to lower topsails. Misty with light fog at 8 pm. No change at midnight.

Will in all probability have some more more foggy weather to complete the month with

Thursday August 31st
Cloudy and foggy weather with gentle breeze from S.E.
misty at daylight.

At 7 a.m. an animated verbal altercation
took place between the 1st mate and boat-keepers,
regarding some trivial transaction. Upon the arrival
of the Captain on deck, things became a calm again.
Apparent Lat. by obs. at noon $57^{\circ} 50'$, Lat. at 2 p.m.
by chron. Altitudes, $57^{\circ} 48'$.

Saw nothing from mast-head. Steering to S.W.
~~the~~ Wind decreasing to light air at midnight.

Friday Sept 1st

Cloudy, misty and foggy weather with gentle breeze from
E. S.E. At 6 a.m. caught some cod fish,
Lat. by L.R. at noon $57^{\circ} 30'$. Very foggy in
the afternoon. Saw nothing from mast-head.
At 7 p.m. took soundings obtaining bottom at
55 fathoms. Compared same with chart, and
ascertained St. Paul Is. to be 18 miles distant,
bearing S.E. Very misty at midnight.

No indication whatever of capturing a
right-whale.

Saturday Sept. 2nd

Cloudy and hazy 1st part & clearing up
brightly at noon time. Lat. 44. 00. at noon
37. 42. At 3 pm. sighted St. Paul Is.
on weather bow, bearing E. x S. Dist. 26 miles.
Long. 141. 00. at that time being 171. 18 West.
Saw a large number of Fri-Vaets from
mast head. Saw the "Josephine" to leeward.
Thommes sail at sunset.
Squally at midnight.

Sunday Sept. 3rd

Cloudy weather with moderate breeze from N.E.
At 8.30 am spoke the "Josephine"; Capt. Fisher
reporting that not a whale was sighted by him
for the past 2 weeks, and but once since
his arrival in the Bering Sea. He had
also been to St. Matthew Is. but seeing nothing
quitted returned. From the present indications
I verify believe the season will not be a prosperous
one, and just imagine my feeling, as I have
to day learned, that an unfounded rumour
has got into circulation regarding my soliciting
for the Captaincy of the "Kauai" on next season.
Did not get a Lat. at noon. Heavy wind at midnight.

Monday Sept. 4th

Barely Clear with gentle breeze from S.W. Squally from daylight till 8 a.m. at which time it cleared up brightly. Rove off new lower main, and upper topsail Tacks, also fore Tack, and lower fore - topsail Tack. Put new fore stay sail.

Lat. 4. Double Alt. at 11 a.m. $56^{\circ} 59'$, Lat by merid. Alt. at noon $57^{\circ} 00'$. In the afternoon upacked main - stay sail. Saw some fur - tracks from Mack - Head. St. Paul I visible on weather (on). Shortened sail at sunset. Judged was to get breeze at midnight.

Tuesday Sept. 5th

Cloudy weather with stiff breeze from N. E. Heavy swell. Light mist at daylight. Lat. by Oh at noon $56^{\circ} 31'$. The Captain feeling rather sick with severe headache. Saw nothing from Mack Head.

At 7 p.m. moved ship to N. E.

Expected better weather on tomorrow. Most remarkable regarding the disappearance of right - whale from the sea something inexplicable.

Wednesday Sept. 6th

Cloudy weather with moderate breeze decreasing to quite at 6 a.m. Made sail and stood to N.W. Wind hauling to S.W. Partly clear around horizon. Lat. by D.R. at noon 56.40. Had hose for ship pump repaired. Reasonable whaling weather, but no whales. Broke out a new jib, and quickly bent it. No fire-backs after the ship lost sight of land. Steering to W. Fair at midnight.

Thursday Sept. 7th

Cloudy and misty weather with moderate breeze from S.W. At 6 a.m. it became foggy, clearing up slightly at 11 a.m. Lat. by D.R. alt. at 11.30 a.m. 56.19. Did not obtain merid alt. of Sun.

Intensifying weather in afternoon. No whale seen from mast head. At 7 p.m. a large hawk unfortunately perched on the cross-mast. The Captain took unerring aim with his shotgun, a flash was seen, a report heard, and the animal was observed to drop lifeless to a watery grave.

Very gloomy looking on board the "Stamboul"; may something soon occur, which will cast aside this dreary aspect from our little ship, is the sincere and continual wish of the writer.

Fair at midnight.

Friday Sept. 8th

Cloudy and misty weather with stiff breeze from NW. Very heavy sea running. at 8. am took in four topsails. Lat. by Obs. at noon 56° 39'.

Mr. Parkinson a freeman of Lona, was transferred to the Storage, to perform the duties of boatswain. Senor. Wagner, suffering from Chronic Rheumatism, without Exception this is the most unpleasant and disagreeable weather I have ever witnessed in the Bering Sea. Saw nothing from mast-head. Moderate at midnight.

Saturday Sept. 9th

Horrible, terrible, miserable, misty, rainy, and ~~and~~ as many other adjectives as you choose to prefix regarding the state of the weather, which is indeed the worst any living man has ever seen.

Very heavy sea running, causing the "Staubout" to roll heavily. Broke out some sugar, rice, coffee and lard. Lat. by DR. at noon 57° 00' N. No indications whatever of weather giving any better for sailing purposes. I think our stay in this deserted part of the world is rather short, and more especially as the Equinoctial gales will very soon be setting in. Cloudy at midnight.

Sunday Sept. 10th

Cloudy weather with moderate breeze from S.W.
Very heavy snow. At daylight made sail,
at 5.30 am. the Sun rose (think of it) brightly,
with indications of a fine day.

Lat. by Obs. at noon 56° 28'. At 3. pm dark
clouds were visible to leeward, with the Barometer
falling. Wind hauled to S.E.

Hauled the light sails, and at Sunset Laid
the "Mainmast" thoroughly prepared for a strong
blow, which it is unnecessary to state is surely
coming. Saw nothing from mast-head.
Light-rain at midnight.

Monday Sept. 11th

Cloudy and heavy weather. Moderate Gale blowing
from S.E. Ship under bare poles and riding
the seas very gracefully. Very heavy snow.

Lat. by route alt. at 11 am. 56° 38'. Set main
bail at noon, and fore topsail at 5. pm.

Made ship to S.W. Wind hauling to N.W.

Will probably leave the "Behaving Sea" when an
opportunity offers.

Moderate at midnight.

Tuesday Sept. 12th
Cloudy and squally weather with fresh breeze from N.W.
At 7 am made sail and kept ship off
apparently for "7th Pass". At 8 am. began
unrigging off running rigging when necessary, raising
some main-lead from last season's tubs.
Lat. by Obs at noon 55.45. Bent new fore and
main upper topsails. The whaling season of '93 rapidly
expiring. Saw nothing from west-head.
Course made S. by E. Wind having hauled off at
midnight, now ship. Received loan of chair of
"7th Pass" from the Captain.

Wednesday Sept. 13th
Moderate weather with light breeze. Moderate
breeze from S.W. Steering S.W. At 8 am had
men put on main-rigging for fore and
upper braces. App'd. Lat. at noon 55.20.
Now ship to S.W. The crew performing some necessary
work on rigging. Saw nothing from west-head.
Awaiting a fair wind to go through "Pass" with
light mist at midnight.

Thursday Sept 14th

Misty weather with gentle breeze from SSW.
At daylight made sail and kept ship off,
wind having hauled to NW. Broke out some
bread and beef. Appered fog at 9 am.
77° 39' lat. 54° 50' N Did not obtain
lat at noon. The crew engaged at post some
small necessaries, went on ice. At 5 pm
wind again hauled to SSW Pleasant weather
in afternoon. At 10 pm more ship.
Moderate breeze at midnight. Elements 37. 18 at

Friday Sept. 15th

Cloudy weather with moderate breeze from
SSW. Steering NW. on port tack.
Lat by Double alt at 11.30. am 54. 49.
Did not obtain merid. alt. of Sun
Anxiously awaiting a leading wind
to go through "pass"
Saw some ice-bucks from mast head
Moderate at midnight.

Expect a fair wind tomorrow.
Must state, that it is nothing unusual
for the "Hawtorn" to encounter "cruel" wind

Saturday Sept. 16th

Cloudy & moderate weather with ^{the} Southerly wind.
The Sun struggling hard with clouds to come
out but seemingly will not be victorious.
Did not get a Fat. at noon.

A few jobs being performed on rigging.
Saw nothing from mast-head.

Moving slowly to the N. Momentarily Esc-
pecting the wind to haul.

The 11th mate struck and killed a seal.
Mostly at midnight.

Sunday Sept 17th

Cloudy weather with gentle breeze from S. at 9 a.m.
The 1st mate accidentally fell through coal scuttle
at foot of companion way, owing to the care-
lessness of steerage-boy in not notifying any
one of his getting coal. Fortunately he was
not seriously injured. Equinoctial clouds
preventing the clouds from ~~not~~ coming out. No
Fat. obtained at noon.

At 2 p.m. more ship to S.E. wind Larkin
hauled a little.

At 9 p.m. again more ship to S.

Monday Sept. 18th

Cloudy and misty weather with gentle breeze from S.E. Heavy snow. No indications of wind shifting. Did not get a Feb. for the past week. The 1st mate suffering slightly from injuries received by his recent fall through coal scuttle.

Will in all probability have a "blow" before the "Stamboat" is fortunate enough to get out of "Bering Sea".

The Captain resumed tobacco. Fresh breeze from E.S.E. at midnight.

Read the new appointment of the Master.

Tuesday Sept. 19th

Cloudy weather with light rain. Fresh breeze from E.S.E. Heavy sea running. at 7 am more ship to N.E. Very unpleasant weather. Misty in forenoon. The 1st mate slowly improving. at 6 pm more ship to S.W. The wind having having hauled to S.E.

Anxiously awaiting a "fair wind" to go through "pass" with.

Read at midnight.

Wednesday Sept. 20th

Cloudy weather with moderate breeze from SE. at 7 am. the main hauled to SW. Set mizzenail, foresail, and jib, ship heading SSE. At noon the sun came out brilliantly, the 1st time in a week, and his Meria. alt. was obtained making the Lat. $55^{\circ}32'$ Lat. by DR at at 8 am. $55^{\circ}42'$, at 2 p.m. took an observation for the Capt., and ascertained Long to be $173^{\circ}17'$ wind hauled to Sd. at 9 pm. wore ship to WSW. Light squalls. Fair at midnight.

Thursday Sept. 21st

Cloudy overhead, clear around horizon with moderate breeze from SE. at 7 am. wore ship to ENE., main hailing again hauled to SE. Lat. at noon $55^{\circ}36'$. at 2 pm. wore ship to SSW. Apparently no indication of a fair wind. In fact no one is thinking of such a change. The 1st net improving. At 6 pm. the Captain shot at a hawk, but, owing to his weak eye sight, and darkness of evening, failed to bring the bird down. Mr. Butler was immediately on deck, and with his last shot gun, took aim on the wing, bringing him down in a true sportsmanlike manner. Many at this time

~~Friday~~ Sunday, Sept. 22nd

Cloudy weather with moderate breeze from ESE. Wind hauling to E. at 2 am steered SE and set fore sail, jib, and spanker. at 6 am set the mainsail, and at 7 am kept the ship off to SE & S. Distant from centre of pass 170 miles DR. at about 8.30 am. the Sun Entered "Libra" or in nautical phraseology "crossed the line". Did not get a Lat at noon. Lat. by DR at noon $54^{\circ}40'$. Very cloudy in afternoon with moderate sea running. The "Steam boat" making about 5 knots per hour. at 6 pm. set the main upper topsail wind hauling hauls etc. Rove off new main track. The 1st mate almost well. Very fine weather at midnight.

Saturday Sept 23rd

Cloudy weather with moderate breeze from N. At 8 am. took an observation of the Sun, and ascertained the Long. to be $173^{\circ}00'00''$ West. Lat. $53^{\circ}10'N$ thereby demonstrating that the ships Long. by DR. was slightly in error. Lat. by obs. at noon $52^{\circ}51'$ at which time the Centre of "72 pass" bore SE & E. cor. mag. Dist. 54 miles. At 4 pm Sequim Is bore SE. Dist 16 miles, and at 6 pm the same Island bore S. W. cor. mag. Dist. 14 miles. From which position of ship I take my departure. At 8 pm ran through the "pass" and the "Steam boat" was again blowing the notes of the "Pacific" and was again

Sunday, Sept. 24th

Cloudy weather with moderate breeze from NW. at 3.30 am changed the course to SE x S. Mag. Sat. by D.R. at noon 51° 20' Long 170° 55' West. at 2 pm mid Launched to E. Saw some fin. birds. Distance run from 6 pm. 213rd 83 miles.

Pleasant at midnight, with gentle breeze.

Monday Sept. 25th

Cloudy weather with gentle breeze increasing to moderate. At 1 am. mid Launched to NE, at which time the ship steered her course, viz SE x S. At 6 am had the "crows nest" taken down and stowed away. This being an indication that the whaling season of 1893 is a thing of the past, and, as it has not been a prosperous one I will not again refer to whaling during the remaining part of this "Journal". Had the irons, lances, guns, bombs, &c. taken from boats and also put away.

Heavy beam sea running. Sat. by ok. at noon 49° 22' Lat. by D.R. 49° 20'. Long at noon D.R. 170° 40'. Long by Chron. at 2 pm. 170° 30'. Distance run by log since preceding noon 114 miles. At noon changed the course to SE x E. Mag. Squally at 6 pm. with indications of fine weather. Mid Launched to NE.

Fair at midnight

Tuesday Sept 26th

Partly cloudy with moderate breeze from N.E.
at 5 am wind hauled to N.W.

Set up mtglut and main royal backstays.

Very fine day. Lat. by obs. at noon $47^{\circ}31'$.

Long at noon by DR. $168^{\circ}45'$. Distance run from
preceding noon 143 miles. Course mag. $SE \times E$.

The crew performing a few necessary jobs on rigging.
During afternoon wind decreased to gentle breeze.

Received sufficient canvass from the Captain to
make a clothes bag. Dissected at midnight.

Wednesday Sept 27th

Cloudy weather, with gentle increasing to moderate breeze
from E.S. at 4 am wind increased to fresh breeze, when
the light sails were taken in. at 7 am took in the upper
topsail, and at 9.30 took in foresail, mainsail, jib, and spinnaker,
and hoisted on "Port tack" Lat. by DR. at noon $46^{\circ}48'N$.
Long DR. $166^{\circ}50'$ in West. Had cutting stage taken in.

At 3 pm wore ship to E.N.E., wind hauled
to S.E. Made some sail at 5.30 pm, but had
to take it in again. Stowed some old rigging in oil tank.

At midnight set the fore-topsail, the ship
then making slow speed.

Was decreasing with indication of fine weather.

Thursday Sept. 28th

Clouds with gentle breeze from NW. Wind inclined to
haul to NE. at daylight. I thoroughly cleaned
my shoe clothes, and if some kind gentleman would
give me a hat, I would present a respectable appearance.
Am also engaged at making a cloth bag.
Lat. by obs. at noon $45^{\circ} 00'$. Long. $166^{\circ} 00'$ West.
Course made SE x E. var. 16° E.

Friday Sept. 29th

Clear weather with moderate breeze from NW.
Squally till 3 a.m. at which time the foresail was
set, wind hauling to W. at 5 a.m. set upper topsails,
main sail and mizzen sail, which caused the "Stamboat"
to move through the water at the rate of 7 knots per hour.
Wind increasing in force took in mizzen sail, and fore topsail.
Lat. by obs. at noon $44^{\circ} 30'$.
Long. at 2.30 p.m. $164^{\circ} 26' 15''$ West by Chronometer.
At noon changed course to E. S.
Anchored at midnight.

One more word of poetry.

"The home was sail on the Starboard tack"

Good bye my love, good bye.

"I'll have a dollar when I get back."

Good bye my love good bye.

Saturday Sept. 30th

Partly clear and pleasant weather with gentle breeze from Wd.

At 7 am the Sun came out in all his brilliancy, making Everything seem full of animation. Lat. by obs. at noon $43^{\circ}46'$. Long. R.R. est. $162^{\circ}40'$ West. At 3 pm. the Captain overhauled and thoroughly cleared the Patent Log, during which time the speed of the "Steamboat" was Estimated by the towing of a pair of bark. Light mist in afternoon, and hauling 6 SE. Head wind at midnight.

Sunday Oct 1st

Buffy weather with fresh breeze from SE. at 7 am. wore ship to ESE. Very heavy sea running. Lat. by D. R. at noon $43^{\circ}40'$ Long $161^{\circ}40'$ West.

At 1. pm. took in upper main-topsail, mainsail and foresail. Squally and misty in afternoon.

At 6. pm. the 2nd mate struck a right-whale porpoise, and upon hauling him up, the skin came out.

Wind hauling WNW. Light mist at midnight. Course E & N by Mag.

At 10. pm. set the foresail and main upper-topsail. Moderate at midnight.

Monday Oct. 2nd

Cloudy weather with moderate breeze from W.S.W.
all sail set at 7 am. and the "Stanton"
making very good time. At 10 am had new
kannel made for fore light yard.

Rove off new fore light haws, and clewlines,
also new main-lacks.

Lat. by obs at noon $43^{\circ} 41'$. Long. D.D. $159^{\circ} 10'$
Long by Chron. at 7.20 pm. $158^{\circ} 50'$.

The fore topmast stay was noticed to be stranded.
Had it spliced in a neat manner.

Foggy and misty in afternoon

The Cook who has been rather feverish for the past
few days, is slowly improving. Course to N. by Mag.

Tuesday Oct. 3rd

Cloudy weather with heavy mist. Moderate breeze from
W.S.W. Broke out fresh water and scrubbed decks, during
which time was engaged at masting a pair of fancy
Hauls for the Captain. Foggy till 11.30 am at which
time it cleared up. Lat. by obs at noon $43^{\circ} 35' N$.
Long by D.D. $156^{\circ} 40' W$. Distance run from preceding
noon 118 miles. Course (true) $E 4 S$.

The Capt. put out a new patent log. the old one having become
slight useless. Fresh breeze at midnight.

Wednesday Oct. 4th

Cloudy weather with light mist. Fresh breeze from NW, which caused the Steamboat to move through the water during mid-watch, at the rate of 9 knots per hour. At 8 am. Had new Log made for ship's pump. Lat. by obs. at noon $43^{\circ} 05' N$. Long. $153^{\circ} 10'$. Light Squalls in afternoon. Distance run from preceding noon 134 miles. The Cook slowly improving.

Wind hauled to Westward at 2 pm. Course $E \frac{1}{2} N$. Mag. $17^{\circ} E$. Wind hauling to N and decreasing in force at midnight.

Thursday Oct. 5th

Partly clear and pleasant weather with gentle breeze from N. At 7 am. wind became light and hauled to $E \frac{1}{2} N$. Nothing of importance going on. Lat by obs. at noon $47^{\circ} 43'$. Long. $150^{\circ} 40'$ West. Very refreshing and beautiful weather during afternoon. At 4 pm wind hauled to SW , and at midnight the wind was blowing moderately from that quarter.

Provided the wind holds as it is at present, in 10 days Elapse the Officer and crew of the "Steamboat" will have severed their connection from the vessel, and in all probability be looking for a worse ship.

Friday Oct. 6th

Partly cloudy but pleasant weather, with moderate breeze from W. at daylight wind increased to stiff breeze with moderate swell.

The "Staubout" making very good time.
Lat. by obs. at noon $47^{\circ} 19'$. Long. D.R. $147^{\circ} 35'$ West.
Distance run from preceding noon 125 miles.

Nothing of importance going on around decks.
at 6 p.m. the main t'glut sail was taken in, it being considered prudent not to force our little ship too much. The pumps carefully attended to.
Clear & shining, and fine weather at midnight.

Saturday Oct. 7th

Clear and pleasant weather with moderate breeze from W. at 2 a.m. wind increased in force.
Sufficiently to compel the "Staubout" to stop & rest for day. Put to sea at 8 a.m. Nothing going on around decks. Lat. by obs. at noon $47^{\circ} 00'$. Long. D.R. $144^{\circ} 28'$. Lat. by obs. $47^{\circ} 54'$. Long. by Chron. at 2.30 p.m. $144^{\circ} 51.45'$. Distance run from preceding noon 146 miles Course E. N. Magnetic Var. 18° E.
Took a bbl. of choice pork to the deck.
at 2.30 p.m. Pt. Reyes bore S $76^{\circ} 25'$ E.
Distance 175 miles. Weather very fine at midnight.

Sunday Oct. 8th

Partly clear & part with stars shining.
Moderate breeze at midnight from W. d.
Heavy fog in morning which drove the "Hambro" to leeward of her course Lat. by obs at noon $41^{\circ} 14' N.$ Long. by Chron at 2.30 pm $110^{\circ} 56'$.
Distance run from preceding noon 138 miles,
but according to "Ship's position" by observation,
the Valent Fog. is in error.

Squally in afternoon. Wind hauled S.W.

Monday Oct. 9th

Clear and pleasant weather with moderate breeze from NW. at 8 am had the starting gun, shoulder gun, and bombs stowed in locker in after cabin. Had new forelight burner put on and repaired fore light sail.

Lat. by obs at noon $41^{\circ} 50'$. Long. L.H. $138^{\circ} 00' 00'' W.$
Distance run by Log. since preceding noon. 116 miles
The 2nd. Mate engaged at making a clothes bag.
Read some news and writing paper from the Capt.
Wind decreasing to gentle breeze at 9 pm.
Course E.N.E. Mag. Var. 15 E

Y
Tuesday Oct. 10th

Partly clear and pleasant weather with moderate breeze from Wd. Squally in forenoon.

Working going on around deck.

Lat. by obs. at noon $40^{\circ}44'$. Long. DR $134^{\circ}50'$. At 3 pm. wind increased to very fresh breeze took in m, l, g, l, t, and upper topsails, and the "Hambour" went along smoothly on her course, shipping but very little water. Squally at midnight.

Wednesday Oct. 11th

Partly clear with very fresh breeze from WSW. Tying under lower topsails and foremast, the ship making good time, and not ~~making~~ shipping much water. Light rain at daylight. At 8 am Sun came out brightly.

The Captain engaged at making a cover for his trunk. Lat. by obs. at noon $40^{\circ}48'$. Long. DR $131^{\circ}45'$. At 2.30 pm Pt. Reyes bore ESE (true) distant 4.25 miles. Light wind at 9 pm. Pleasant at midnight. Course East (true).

Monday Oct. 12th

Clear and pleasant weather with light breeze from W.S.W. at 2 am wind hauled to N.E. at 3 am had the light mast and square secured. Sat by 06 at noon 110.14. Day. Hk. 130.0. A curve beam. E. was in the track. Had the acting cook, used a piece of wood, the crew seeing a slight wound on the head, inflicted by a blow dealt with a washboard.

Distance run from preceding noon 85 miles. Had new midlat run made and put up. At 9.30 pm Pt. Reyes bore E x S 45. (true) Dist 345 miles. Still breezy and fine weather at midnight.

Tuesday Oct. 13th

Clear and pleasant weather with gentle breeze from N.W. at 3 am the wind hauled to the S.W. Took an observation of the Sun at 8.20 am and ascertained the Sun to be $128^{\circ} 25' 45''$ N. Some of the Officers and crew getting their shore clothes ready and providing the wind holds and the chronometers are correct, they will be given an opportunity of procuring the stores of San Francisco on next Sunday afternoon. Sat by 06 at noon 39.30. Day at 2 pm $127^{\circ} 58' 15''$ Pt. Reyes bearing S. 87.24 (Mag) Dist. 247 miles. Moderate breeze at mid.

1) Saturday Oct 14th

Fairly clear and pleasant weather, with gentle breeze from Wd. at daylight it became cloudy. at 6 am sighted two (?) Schooners on Starboard standing N.E. Lat. by obs. at noon $39^{\circ} 07'$ Long. D.R. $126^{\circ} 04'$. Long. by Chronometer at 7 pm. $126^{\circ} 03.00'$ Lat.

at 4 pm wind hauled to S.W. and at 8 pm. again hauled to Wd.

at 7 pm. P. Reyes bore E. 45° distant 15.5 miles. Night calm at midnight, with falling barometer.

Sunday Oct. 15th

Fairly clear with moderate breeze from N.W. at 1 am. and increased to "very fresh breeze", with violent squalls and heavy rain. Shortened sail to lower main-topsail, and bore the ship to with her head to S.W.

at 3 am the weather became moderate, with stars shining brightly. At 6 am wore ship and steered N.E.

Long. at 9.30 am. $125^{\circ} 51'$ W.

Lat. " " " $38^{\circ} 38'$ N.

Lat. by obs. at noon $38^{\circ} 46'$ N.

Long. " D.R. " " $125^{\circ} 05'$.

Owing to its blowing hard with indications of bad weather, wore ship to S.W. Moderate at midnight.

Monday Oct 16th

Partly clear and moderate weather with wind from NW. at 7 am. made sail and steered NE x E mag. at noon the lat. by obs. was found to be $38^{\circ}12'$, differing considerably from Lat. by D.R. a strong Southerly current being the cause.

At 1 pm. had the boat - sails unbent and stowed away, also all boat-gear. Sued at 2nd no. pm. $124^{\circ}12'30''$, at which time Pt. Reyes bore E $\frac{1}{2}$ S true. Dist. 36 miles

At 3 pm. sighted "Brtega" head. Saw some sailing vessels. at 7.30 pm. sighted Pt. Reyes light, bearing E x S 2° S. and at 9 pm. luffed to the wind. Will keep ship off at day light. All hands apparently in fine spirits.

Tuesday Oct. 17th

Clear and pleasant weather with gentle breeze from NW. St. Key's Light House bearing Ex Fort. Co. ^{dist 10 miles} "Mag." at 3 am left ship off for San Francisco. At 6 am got up both cables, and shackled the anchors, and got everything ready for entering "port".

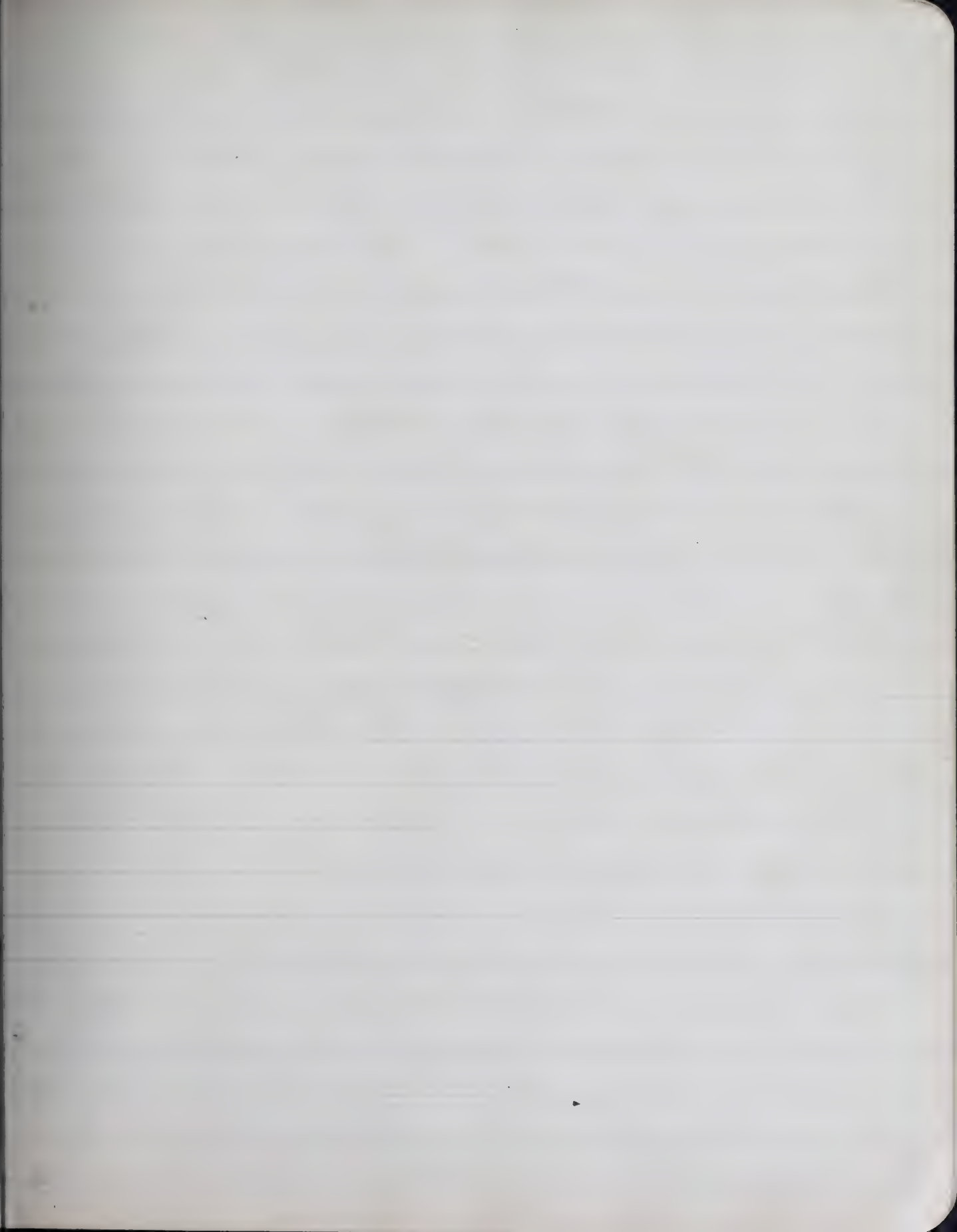
At 7 am it became calm, and at noon was taken in tow by the "Acton".

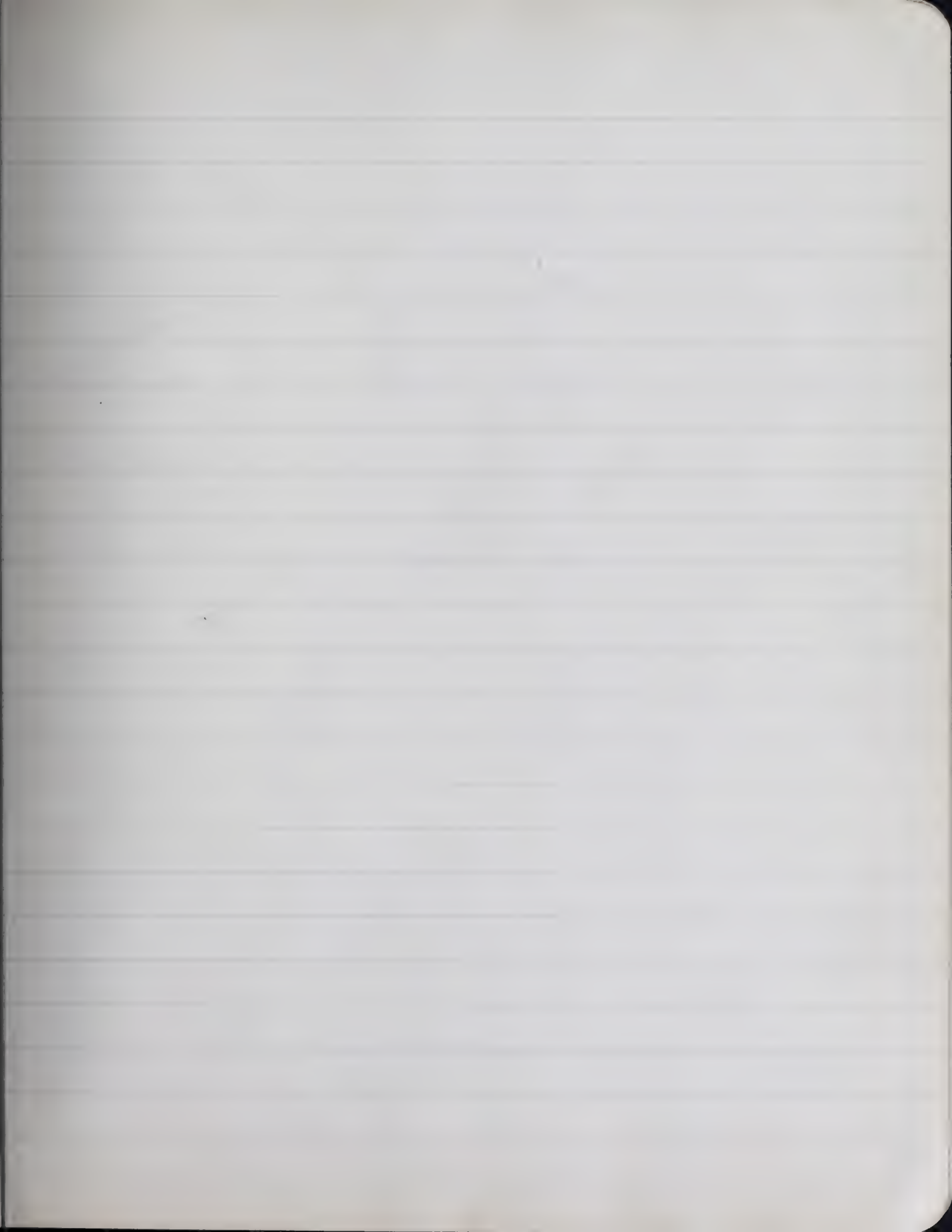
Made everything snug about decks, after which "all hands" made preparations for going on shore.

Recd visit from "Custom authorities" who found everything satisfactory, and set free "Cause No." in the Harbor of San Francisco, after a very adverse season.

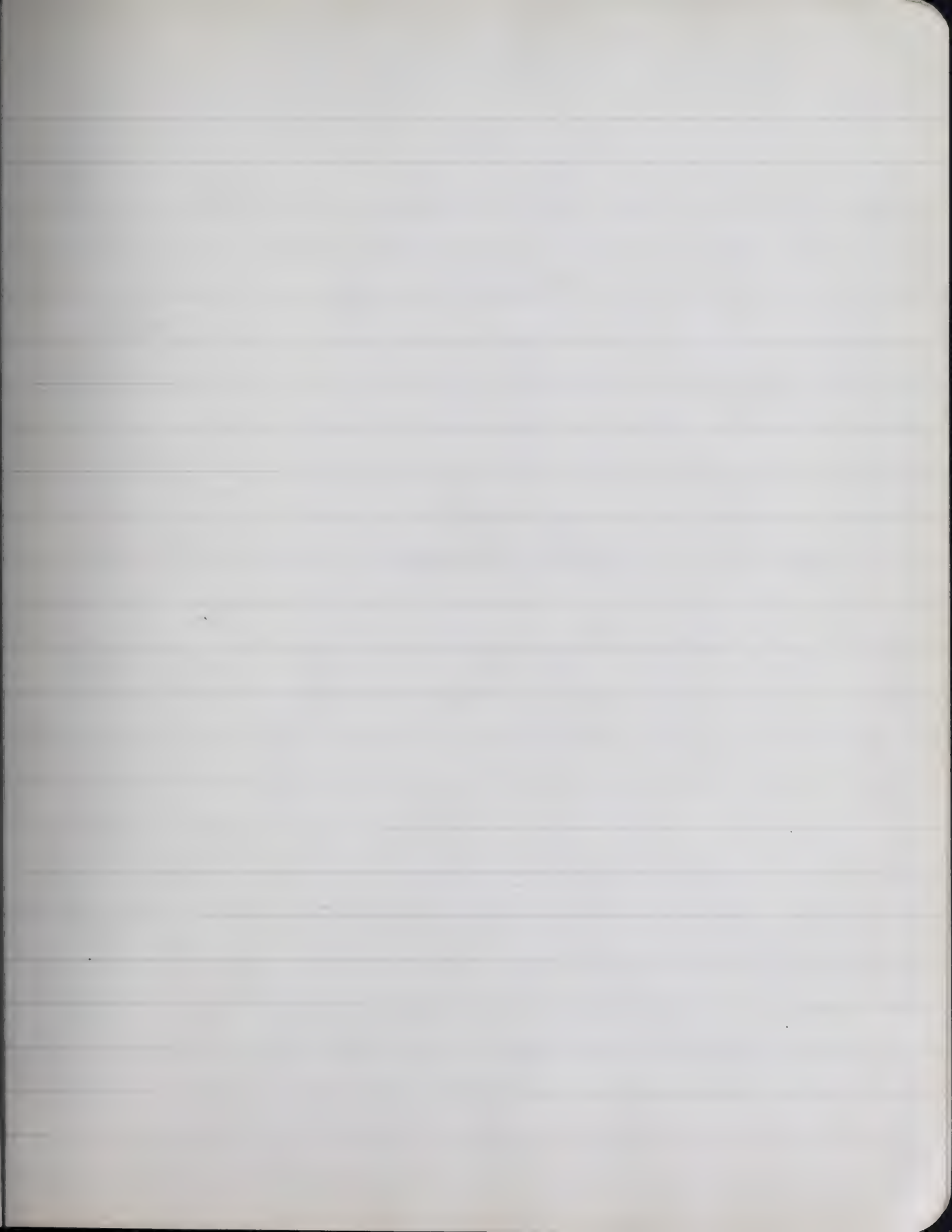
Wishing prosperity and happiness to the Captain, officers, and crew of the Steamboat

Merrim
Very Respectfully
Arthur J. D. D. D.



















1871

"From Each Day"

Abstract of a voyage of the "Stamboul"

Date	Course	Dist	Lat. P.M.	Long. P.M.	Lat. O.K.	Long. O.K.	Long. Change
Sept 24 th	N 63° E	87	51° 20'	170° 55'	none	—	—
" 25 th	S 14° E	114	49° 20'	170° 40'	49° 2' 2"	(2.4 miles)	170° 13' 2"
" 26 th	S 62° W	143	47° 26'	168° 20'	47° 31'	—	—
" 27 th	S 62° S	93	46° 18'	166° 50'	46° 18'	—	none
" 28 th	S 63° S	89	45° 00'	166° 00'	none	—	none
" 29 th	E 16°	45	44° 35'	164° 50'	44° 30'	164° 26' 15"	—
" 30 th	S 14° E	99	43° 45'	162° 35'	43° 46'	—	—
Oct 1 st	E 10°	55	43° 40'	161° 40'	none	—	—
Oct 2 nd	E 14° S	115	43° 36'	159° 10'	43° 41'	158° 50' (2.4 miles)	—
" 3 rd	E 14° S	118	43° 40'	156° 40'	43° 35'	156° 23' 00"	—
" 4 th	E 25° S	154	43° 10'	153° 10'	43° 08'	—	—
" 5 th	E 14° S	103	42° 48'	150° 40'	42° 43'	150° 31' 15" 3/4	—
" 6 th	E 28° S	125	42° 24'	147° 35'	42° 19'	—	—
" 7 th	E 14° S	146	42° 00'	144° 28'	41° 57'	144° 21' 45"	—
" 8 th	E 10° S	138	41° 20'	141° 30'	41° 14'	140° 56' 00"	—
" 9 th	E 15° S	146	40° 58'	138° 00'	40° 50'	—	—
" 10 th	E 14° S	126	40° 45'	134° 50'	40° 44'	—	—
" 11 th	E 8° N	150	40° 44'	131° 45'	40° 48'	(2.30 miles) 131° 38' 45"	—
" 12 th	E 16°	85	40° 15'	130° 05'	40° 14'	129° 54' 00"	—
" 13 th	S 14° E	91	39° 38'	128° 15'	39° 30'	127° 58' 15"	—
" 14 th	E 14° S	95	39° 10'	126° 14'	39° 07'	126° 03' 00"	—
" 15 th	S 6° E	57	38° 40'	125° 05'	38° 46'	—	—
" 16 th	E 14° S	58	38° 25'	124° 20'	38° 12'	124° 12' 30"	—

From 17th pass to Point Reyes
 Date Course Distance Lat. DR. Long. DR. Lat. obs Long. obs

17th

Table in log arrived at
 San Francisco

Observation by Pak Fog from
 center of pass to the lower land
 was sighted

4430 miles -

Sight made on "Stamford" Oct. 16. ^{2nd} per.
previous to sighting the land.

Thru. ^{h m sec}		Alt. 32.07	
10.56.39	}	Fat. 38.14	. 10486
R 39.00 Fast.	}	P. Dist 99.14	.00566
<u>10.24.37</u>	}	Sum <u>169.35</u>	
		2 Sum 84.47	8.95867

W. P. Sec. ^{h m sec}		Run. 57.40	9.90043.
" Ship 2.07.47			<u>18.96967</u>
Dist 8.16.50 =			9.48481 =
124.12.30 West		A. Rise	^{h m sec} 2. 22. 15
		E. Rise	- 14. 28
		Mean Rise Ship	2. 07. 47

Should the above Thru. times be correct
Land will probably be sighted at 4th per.















Kit of crew on board "Hansbrot"
James. Stable.
Joseph Hancock
Oscar. Anderson
Johann. Ecker.
R. Wagner.
James McQuillan
Frank Froese.
Chas. Anderson.
Herman Kautsch - deserted, returned
William. Whistler - deserted
Jenov. Brown.
William Parkerson. transferred to Steamer
Michael. Kiehl
Edward Tilden
B. Anderson.
Herbert. Balch.
Rudolph. Von. Ulrich.
Fred. Ryan.
Nelson.
James. Luby.
" Mason.
Capt. Bro. Frank Jones.
Steward Bro. Robert Brown.

Constants relating to the Earth.

Equatorial radius of the Earth in Feet -	20923600
Polar radius " " " "	20853657
Degree of Longitude at the Equator " "	365186
" " Latitude " " "	362750
" " " " at Lat. 45°	364366
" " " " Lat 52°	365000
" " " " the Pole	366396

Notes on Working Problems at Sea.

1st For accuracy in computing the Hour Angle, —
 When the Hour Angle is less than 2 hours, four (4) places of decimals in the Log. will give it to the nearest second of time; Between 2 hours and 5 hours 3 places of decimals are sufficient; Beyond 5 hours, 6 places of decimals are necessary, because the Log. (Sine Square) or Log. of Hour Angle, increases from Second to Second of time, with a continually decreasing small difference.

Nearly Every problem in Navigation can be accurately solved to a minute of arc, using only Logarithms to four places of decimals — Excepting the Double alt. Distances Problem.

Barque Steam boat
At Sea

Sept. 18th 1893.

Order
No. 1.

Extract

The following appointment is
made on board this vessel.

P. J. O'Rourke, "Bratsterey" to be
1st mate (pro tem) vice J. C. Edwards,
at present suffering from an
inflamed knee.

He will be obeyed and respected
accordingly.

By Order of
H. Waldron
Commander Barque Steam boat

"Copy of letter accompanying
foregoing order." "Barque 'Stamboul'
At Sea.
Sept. 18" 1892

Wm. H. H. H.
"Boatswain"
Barque "Stamboul".

Sir:

In consideration of the length
of time you have been attached to the "Stamboul",
the greater part of which under my command;
and in recognition of the faithful and
efficient manner, in which you have
discharged the duties imposed upon
you, I am happy at having an opportunity
of testifying my ^{appreciation} for the valuable
services rendered, by "you", 1st mate of this
vessel (pro tem).

You will, upon the receipt of the Enclosed
order, assume the duties of 1st mate, until
such time as you are officially relieved.

Respectfully,
(Sgd) R. H. Walden
Comdr. U.S. Fleet

Sailing Round the World -
How days are lost and "picked up."

There are 360 degrees of Longitude in the Entire
circumference of the Earth. As the world rotates on its
axis in 24 hours, $\frac{1}{24}$ th of 360 degrees, which
equals 15 degrees, corresponds to a difference
of one hour in time. Now imagine a ship
sailing from New York Eastward. When it has
reached a point 15 deg. to the East of New York?
The Sun will come to the noon line or meridian
one (1) hour sooner than at New York. Consequently
when the ship has reached a point 180 degrees
to the East of that city, it will be noon on
shipboard twelve (12) hours earlier than at New York.
Now imagine the "Sambour" from New York westward
it is ~~easy~~ easy to comprehend, that for every
15 deg. in that direction there will be a difference
of one hour later in time, of the Sun coming to the
noon line, and at 180 deg. West of New York, it will
not be noon on the ship until 12 hours after it was
noon in New York. If the two ships meet at
this point the one will have gained 24 hours,
and the "Sambour" would certainly have lost
12 hours; and if there were a rule of navigation

To regulate their calendars, one crew would insist on calling the time noon of one day, while the "Steam Tons" crew would insist that it was noon of the day before or day after. The rule of the calendar-makers and all navigators is to drop out a day for the lost day, when a ship crosses the 180 deg. of Long. Sailing westward, and, to add a day to the week, or double the day, in sailing Eastward.

When a ship comes to this same meridian sailing westward, on Wednesday, instead of calling it Wednesday, they call it Thursday. And when a ship comes to this same meridian sailing Eastward, on Wednesday, it calls both that day and next day Wednesday.

The one ship's crew has two Wednesday's together in the same week and the other ship's crew has a week without any Wednesday in it.

The sailors say that the "Wednesday" the one ship "lost" the other picked up.

Find the Course and Distance From
 "Mina Pass" in Lat. $54^{\circ} 15'$ North and
 Long. $164^{\circ} 45'$ West to Point Reyes in
 Lat. $38^{\circ} 00'$ N. and Long. $122^{\circ} 58'$ West.

Mercator's Sailing.

Course	
Merid. Lat. 1427	Long. 3.15290
Diff. Long. 2507	" 3.39915
August Course $S. 60^{\circ} 26' E.$ (true)	<u>10.24625</u>
or $S. 6^{\circ} X E. \frac{3}{8} E.$	

Distance	
Diff. Lat. 975 miles	Long. 2.98900
Sum of Course	<u>$.30677$</u>
Distance 1976 miles	$3.29577 =$

By applying the necessary correction the
 same result will be obtained by Mid Lat Sailing.

Find the Course and Distance from
 S.E. point of Siquam Is. in Lat. $57^{\circ} 18'$
 North Long. $172^{\circ} 24'$ West to Point Reyes
 in Lat. $38^{\circ} 00'$ N. Long. $122^{\circ} 58'$ West.
 Mercator's Sailing.

Lat. $57^{\circ} 18'$	3695	Long. $172^{\circ} 24'$
" 38.00	2468	" 122.58
D. Lat. 14.18	1227	D. Long. 49.26
<u>60</u>		<u>60</u>
858 miles		D. Long 2966 miles

Course

Meid. D. Lat. 1227	Long. 3.05864
D. Long. 2966	" 3.47217
Tangent of Course, $S 67^{\circ} 32' E$ (true)	10.38333

Distance.

Diff Lat. 858 miles	Log. 2.93349
Secant of course	.41777
Distance 8245 miles.	3.35126 Log.

State of the weather in the Behring Sea
during the months of July, August, and September.

July. 31 days = 744 hours

Making passage to Quakwaka and
laying at that port

264 hours 264

Length of time in Behring Sea during July = 480 "

Bad weather unfit for whaling

326 hours 326

Good weather during month.

= 154 hours

$\frac{2}{3}$ of the time occurring between sunset & sunrise

102 hours

Available time to catch whales in during month

52 hours

August. 31 days

744 hours

Bad weather unfit for whaling

together with time between sunset

and sunrise —

600 hours

Available time to catch whales during month

144 hours

September. 30 days

Must a repetition of the weather encountered during
the months of July and August.

Successive years of rain will soon be setting in

Great Circle Sailing.

An arc of a great circle is the Shortest distance between any two places. The parallels of latitude are small circles that divide the globe into two (2) unequal parts. If two (2) places are situated Exactly opposite to each other on different sides of the the Pacific Ocean, both being on the same parallel of N. Lat, the shortest way to go from one to the other is not to sail due East. or West. but to direct your course from the pt. half, a little N. of E. or West. and then again curving down to the Southward, describing the arc of a great circle uniting the two places, and the further N. or S. the two places are the greater will be the gain by sailing in a great circle. Between New York and England it makes a difference of 100 miles.

Latitude by the Polar Star.

Of all the heavenly bodies the Polar Star is best calculated for finding the Latitude in the Northern Hemisphere because a single altitude taken at any hour of the night by a careful observer, will give the Latitude to a sufficient degree of accuracy, provided the time at ship be known within a few minutes of the truth.



The Chronometer.

The following remarks will be found useful in managing this instrument:

When a Chronometer is received on board, it should be screwed down in a safe and proper place, at a distance from all iron substances, and when it is not likely to receive any sudden shock or jerk, and then it must remain during the voyage, and wound up regularly every morning before breakfast.

In winding, the Key should be turned steadily, and about half a turn taken each time, and, it should be wound close up. After winding it should be examined, and if close up, the Index Hand on the face of it, will stand at 0. Ascertain, also, that it has not stopped after being wound up.

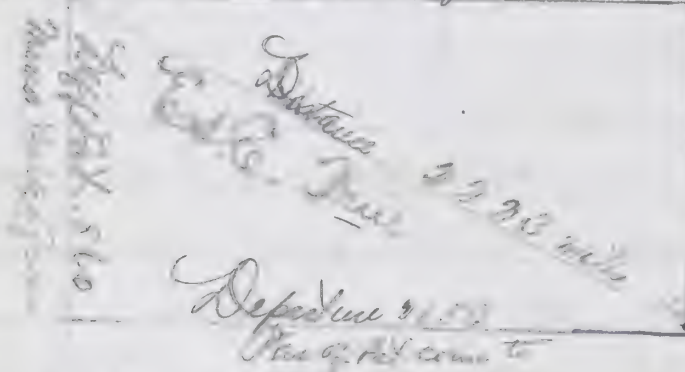
When a Chronometer is wound up after running down, it is set going at a small horizontal circular motion.

When a Chronometer stops it generally alters its Rate.

The hands of a Chronometer must not on any account be touched, either before or after it is set going.

The proper way to set it to Greenwich Time is as follows: Look at what hour, minute and second, the hands of the Chronometer has stopped at and note it down. Turn the Ships Log. into time, and subtract it from the time noted down if Log. is West, or add if Log. is East. The result is the computed Mean time at the Ship. Now have your watch previously regulated, to the exact mean time at ship found by observation, and when the hands of the watch arrive exactly, at the computed mean time at ship, set the Chronometer instantly going.

Mid. Course and Distance from Centre of 7th pass.
 Lat. 52.00 N. Long. 171.50 West, to Lion Reyes in
 " 38.00 N. " 122.58 " 1st by Mercator's Sailing, 2nd Mid. Lat.
 Sailing. Parallel Sailing from



$$\begin{array}{r}
 860 \times 860 = 739,600 \\
 2050 \times 2050 = 4,202,500 \\
 \text{Sum} = 4,942,100 \quad | \quad 2723 \\
 \begin{array}{r}
 49 \\
 442 \\
 1884 \\
 13700 \\
 13329 \\
 \hline
 371
 \end{array}
 \end{array}$$

Mid. Diff. of Lat. 1230 Log. 3.08991
 Diff. of Long. 2932 " 3.46716
 Tangent of Course S. 67.15 East.

Prop. Diff. of Lat. 860 miles. Log. 2.93450
 Sine of Course 10.41261
 Distance 3234 miles. By Mercator's Sailing.
 By Mid. Lat. Sailing.

Diff. Long. 2932 miles. Log. 3.46716 { Diff. Lat. 860 miles 2.93450
 True Mid. Lat. 45.38 Cos. 9.84463, Sine of course 10.41261
 13.311791 3.34711
 Distance 3234 miles
 Tangent course S. 67.15 E. 10.37749

Facts relative to the Sun.

The Sun's light is = 5,563 wax candles held at a distance of one foot from the Eye. It would require 800,000 full moons to produce a day as brilliant, as one of cloudless sunshine.

The Sun's Heat.

The amount of heat we receive yearly is sufficient to melt a layer of ice, 38 yards in thickness, extending over the whole Earth. Yet the Sunbeam is only 1,300,000 part as intense, as it is at the surface of the ~~Sun~~ Sun. Sir John Herschel says, that if a solid cylinder of ice, forty-five miles in diameter, and 200,000 miles long, were plunged end, ~~at~~ into the Sun, it would melt in a second of time.

The Sun's diameter is about 850,000 miles. It would take 1,245,000 earths, to make a globe the size of the Sun. Its mass is 674 times that of all the rest of the solar system. Its weight may be expressed in tons as - 1,910,278,070,000,000,000,000,000,000 - a number which is meaningless to our imagination, but yet represents a force of attraction, which holds our own Earth, and all the planets steadily in their places, while it fills the mind an indescribable awe, as we think of that Being who made the Sun, and who holds it in the very palm of his hand. —

Extract from Encyclopedia regarding "Alaska"

Alaska was discovered by Vitus Bering in 1741, and became Russian territory by right of discovery. It was purchased by the U.S. in 1867 for \$7,200,000. as a deed of gratitude to Russia, for her course in civil war, and promises to become the source of enormous mineral, fur, agricultural and timber wealth. The Governor is appointed by the President of U.S. The purchase of "Alaska" is the event by which Mr. Johnson's administration is most favorably remembered.

Climate - modified by Pacific Gulf Stream, and long summer days. Temperature at Sitka averages in winter, about that of Washington, D.C. Rainfall copious, and foggy weather common, on coasts and islands.

Sitka is one of the rainiest places in the world, outside the tropics. Annual precipitation 65 to 90 inches. Rainy days 200 to 285 in year.

The Territorial Officers are Governor, District Judge, Clerk of Dist. Court, 2d Ex-officer, Secretary, 2d Treasurer, District attorney, Marshall, Surgeon General, Collector of Customs, 3 Deputy Collectors and two Inspectors.

The above officers receive salaries and compensation for their services.

The chief river is the "Yukon", 80 miles wide at the mouth. Its length is about 1,300 miles, and is navigable about 840.

The coast line of "Alaska" is about 5000 miles. Extreme length North^{East} South 1700 miles, width 800. The Estimated area is 531,409 Square miles.

A fine quality of white marble is found on Lynn Channel. Coal, and amber are found on the Aleutian Is., the best coal being on Cook's Inlet.

Gold, silver, Cinnabar, and iron are found, Sulphur, is also abundant.

It is a mistake to suppose that the whole territory of Alaska is heavily timbered, a good part of it being as destitute of timber as the desert of Sahara. In the far North, where the country is believed to be less mountainous, there may be extensive forests. The most common tree in "Alaska" is the Sitka Spruce, the most valuable the yellow-cedar. The bark of the "Hemlock" will soon become valuable for tanning purposes. In intimating that the forests of "Alaska" are in some sense restricted, compared with the extent of that territory, is not to say that they will ever suffer extinction. Centuries hence when the forests farther South, have all disappeared, the coming generations will be able to draw their supplies from

This vast timber preserve, which with its power of reproduction, and its immunity from the ravages of fire, will prove practically inexhaustible. Owing to the moisture of the climate and its thick coat of moss, that everywhere covers the ground it is impossible for a conflagration to occur in the forest of "Alaska". Good oats, barley, and root crops are raised without difficulty.

Alaska is also noted for its fur-bearing animals, the chief of which are the beaver, Ermine, Fox, marten, otter, squirrel and wolf. The main revenue is the Fur Seal, the taking of which is regulated by law. Whales, Cod, Herrings, Halibut, and Salmon are abundant. The principal industries are fishing, canning, trapping, & mining. The Chief Cities are Sitka, Fort St. Nicholas, and Cooks Inlet.

The Population of "Alaska" 8000, white, Indians (Estimated) Innuits 18,000, Aleutian 1,000, Ninnah, 4000, Thlinket 7000, Hyda 800.

Unalaska.

Since the writing of above article on "Alaska", a new Seaport town (Unalaska) has been recently established, by the Clarke Commercial Company. At this port men-of-war, whalers, and trading vessels, obtain water, coal and provisions, at very reasonable rates. A custom officer is also present.

Before whom, all masters of vessels, must Enter
and Clear, as in any other Port of Entry.

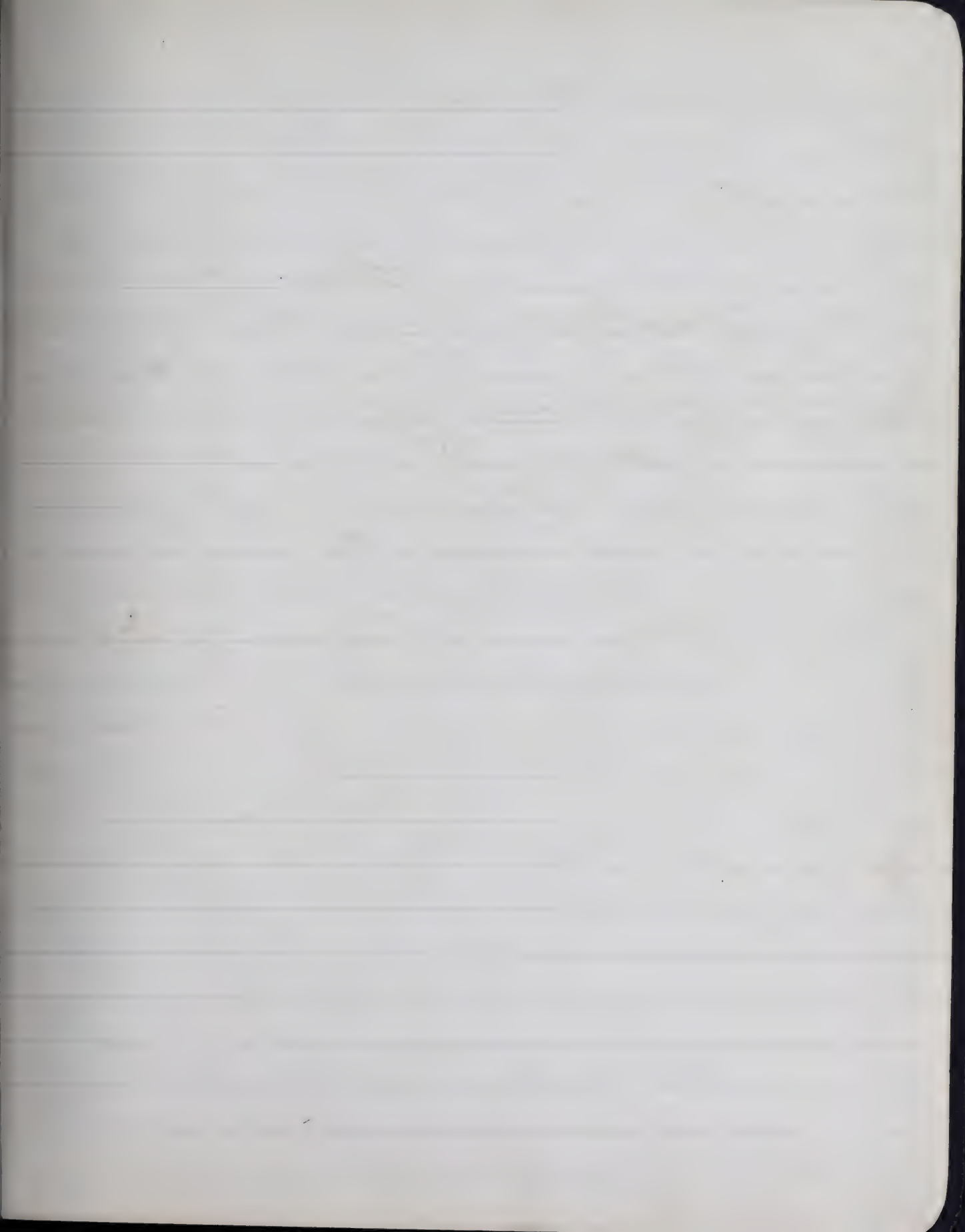
Dutch Harbor, has recently become a very animated
place, and a few years from now, will probably
be a large - business locality.

The principal buildings in Oumalaska, are the School-house,
Greek Church and Company Store-room.

The population is not large, the greater number being
Indians. The U.S. Mail, arrives bi-monthly
from San. Francisco, via Sitka.

Respectfully
J. B. [Signature]

Ships visited during the "Cruise"			
Date	Name of vessel	Capt.	Remarks
May 17 th	"Mary Taylor"	—	600 seals
" 20 th	"Walter L. Rich"	—	670 seals
" 22 nd	"Wanderer"	W. J. Davis	one (1) whale.
" 23 rd	"James Arund"	Reynolds	Round Bay Bedford
" 24 th	"Andrew Hicks"	Donaldson	no whales.
July 1 st	U. S. S. "Mohican"	Ludlow	Recd some papers
" 8 th	"California"	Storrum	no whales
" 8 th	"James Arund"	Reynolds	no whales
" 17 th	"Narvach"	Whitehead	
" 13 th	"Andrew Hicks"	Donaldson	nothing
" 16 th	"Hare"	Ludlow	one (1) whale
" "	"California"	Storrum	no whales
" 18 th	John A. Briggs	—	Coasting vessel
" 18 th	"James Arund"	Reynolds	one (1) whale.
" 20 th	"Blackley"	"McComber"	three whales
Aug 4 th	"James Arund"	Reynolds	no whales
" 26 th	"Josephine"	Fisher	one (1) whale.



Raised whales on the following dates.

Date	Raised by	Species	Remarks
May 11 th	J. McArthur	Right-whale	Did not cover. very late
" 27	Mr. Butler	" "	Found the whale
June 14	Mr. Butler	" "	Lost run of
" 15	Blackburn	Right-whale	Truck and cost
" 23	John Lewis	S. Botters	Accompanied by Mr. [unclear]
Aug. 3 rd	R. [unclear]	Fin-back	The animal was sick

Lowered for whales on the following dates.					
Date	Struck by.	Bow No.	Value	Remarks	
May 19 th	" "	" "	" "	Uphus Brown	
" 21 st	—	—	—	West Grandmont	
June 14 th	—	—	—	Port and J.	
" 15	Mr. Koye	1400	100	Bow Curion m.	
" 23				Upper Bow	

Extract from Preface. =

Sumner's method, although undoubted by the clearest and completest mode of interpreting observations, has never found much general favour with navigators. A few of the most skilful no doubt use it habitually, and many more use it occasionally in critical times; but its tediousness has hitherto kept it from coming into every-day use.

Sumner's method consists in a new use or application, of a Single Altitude observed for finding, by Chronometer, and is very useful when a ship is near the Land Especially in high latitudes, and more especially in the Bering Sea where the matter is generally unsettled, and the observations for Lat. uncertain.

This method has been used at sea for many years, and its great utility is testified to by many prominent navigators, in defining a ship's place on the Chart, when she is near the land or a danger, and Capt. Sumner receives great credit in making its value known to seamen.

This book, where the whole matter will be found fully explained should be in the possession of every practical Navigator.

By finding the Longitude by the Sun's rising
or setting. Rule.

Observe the Sun to set or rise with a spy-glass
and not the time by Chronometer.

If the lower limit is observed, Subtract 21 minutes
from the Sum of Lat. and Polar distance, and
add 21 minutes to the $\frac{1}{2}$ sum, and call it
the remainder. For the upper limit Subtract 23
minutes from the Sum, and add 23 minutes to
the $\frac{1}{2}$ sum.

Example.

August 1st, 1893, P.M. and Cruising in the
"Behring Sea" in Lat. 58.00 N. observed the Sun's
lower limit to set when the corresponding time Chronometer
was Aug. 1st 19^h 59^m 55^s. Chronometer Fast on Heels and
mean time 29.55. Required the Long. of ship at time of
Sun's setting. Long. at 7. pm this day was 169.44.45.74.
When the ship made about 10 miles on a due East Course.

See next page for working of
this example.

1) True Lat. of Ship at Sun's Setting

Sun's Lat. Dist. $58^{\circ} 00' N.$. 27579
 77.17 . 02110
 130.17

Corrected Lat. 21
 129.56

Half Sec. 64.58 9.67649 .

Corrected Lat. 21
 65.19 9.95839

19.88177

$9.94088 =$

8 hrs 06 m 15 sec
 El. Time 6.64

Mean time at Ship $8.17.19$

Time by Chronometer.

Aug. 19. 19. 59. 55 Sec

Chron. fast.

. 29 55

Mean time by Chron Aug. 19. 19. 29. 57 True time.

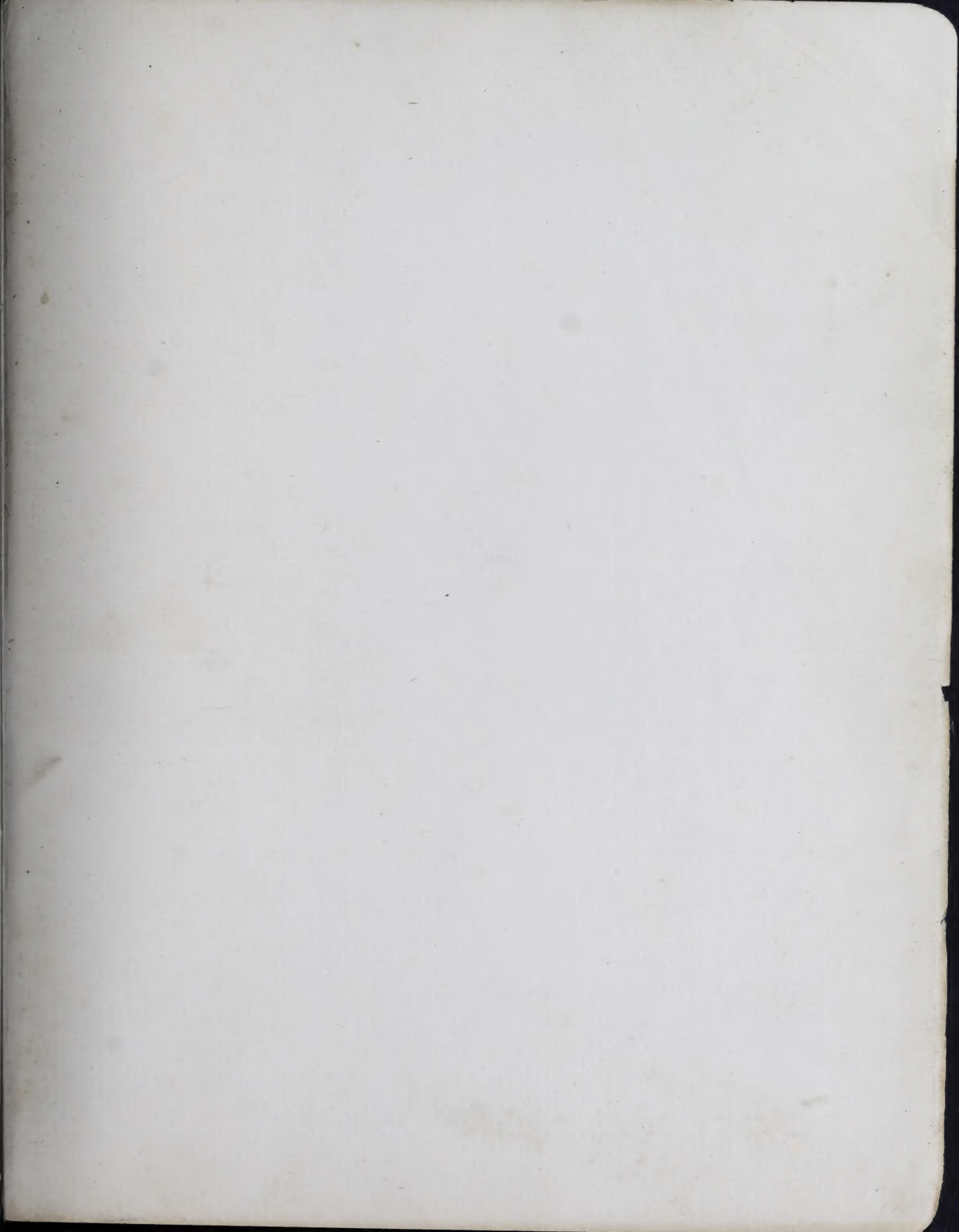
Mean time at Ship

" 19. 8. 12. 19

Long. of Ship at Sunset.

11. 17. 35 =

$169.24.30$ West.



34
4

156

308) 3.12 (40
 0

